

# GRAIN DEALERS JOURNAL

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G IT IS RIGHT TO JUDGE  
R A man by his Ad.  
A But make him prove it.  
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In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Howlett Co., E. C., grain brokers.  
Jaquith, Parker, Smith & Co., wheat barley mlo.\*  
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Electric Grain Elevtr. Co., consignments.\*  
Globe Elevator Co., grain & grain prdts.\*  
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Quinn, Geo. B., grain commission.\*  
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Slaughter & Co., A. O., grain prov. stocks, bonds.  
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Sheets Elevator Co., The, grain, hay, straw.\*  
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Strauss & Co., H. M., grain, seeds, hay, straw.\*  
Union Elevator Co., The, grain and hay.\*

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Farmers Grain Co., receivers, shippers.\*  
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### DULUTH, MINN.

Board of Trade Members.

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Randall, Gee & Mitchell, grain commission.\*  
United Grain Co., grain commission.  
White Grain Co., receivers and shippers.\*

### ENID, OKLA.

White Grain Co., The, receivers and shippers.

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Ferguson Grain Co., C. D., gr. feed & fld. seeds.  
King, Douglass W., grain feedstuffs, seed.\*

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Hayes Grain Co., John, receivers & shippers.  
Hinman-Yates Grain Co., The, grain & feed.  
Hugoton Elevtr. & Whse. Co., kafir, mlo maize.\*  
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Rock Mill & Elevtr. Co., wheat, corn, oats.  
Union Grain Co., blk. wheat, kafir, mlo.

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Bingham-Hewett-Schohl Co., grain merchants.\*  
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Hinds Grain Co., The, receivers, shippers.  
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Mousendek Grain Co., consignments.\*  
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Moore-Seaver Grain Co., receivers & shippers.\*  
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Murphy Grain Co., grain commission.\*  
Nicholson Gr. Co., W. S., grain commission.\*  
Norris Grain Co., grain merchants and exporters.\*  
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Benson, Staback Co., grain com'.



## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Simpson, Hendee & Co., grain receivers.\*

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Dawson Grain Co., grain commission.  
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Merriam Commission Co., consignments.\*  
Omaha Elevator Co., receivers, shippers.\*  
Palling Grain Co., consignments.  
Roberts Grain Co., Geo. A., grain merchants.  
Trans-Mississippi Grain Co., recvrs. & shprs.\*  
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Miles, P. B. & C. C., grain commission.\*  
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Hardman & Heck, grain, hay and millfeed.\*  
Heck & Co., W. F., grain, hay and millfeed.\*  
Herb Bros. & Martin, grain and hay.  
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Randell & Co., W. A., grain and seeds.\*  
Southworth & Co., grain and seeds.\*  
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Young Grain Co., consignments, futures.  
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Imboden Milling Co., receivers & shippers.  
Kansas Flour Mills Co., The, expts., consign'ts.\*  
Kansas Milling Co., The, millers and grain dealers.  
Kelly Grain Co., Edward, consignments.\*  
Kemper Grain Co., The, receivers and shippers.\*  
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Norris Grain Co., The Exporters.  
Roehen Grain Co., E. E., grain, flour, mill feed.\*  
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	Barley	Oats	Barley	Oats	Barley	Oats	Barley	Oats
			+ 25 Cents		+ 50 Cents		+ 75 Cents	
\$20.00	.48	.32	.486	.324	.492	.328	.498	.332
21.00	.504	.336	.51	.34	.516	.344	.522	.348
22.00	.528	.352	.534	.356	.54	.36	.546	.364
23.00	.552	.368	.558	.372	.564	.376	.57	.38
24.00	.576	.384	.582	.388	.588	.392	.594	.396
25.00	.60	.40	.606	.404	.612	.408	.618	.412
26.00	.624	.416	.63	.42	.636	.424	.642	.428
27.00	.648	.432	.654	.436	.66	.44	.666	.444
28.00	.672	.448	.678	.452	.684	.456	.69	.46
29.00	.696	.464	.702	.468	.708	.472	.714	.476
30.00	.72	.48	.726	.484	.732	.488	.738	.492
31.00	.744	.496	.75	.50	.756	.504	.762	.508
32.00	.768	.512	.774	.516	.78	.52	.786	.524
33.00	.792	.528	.798	.532	.804	.536	.81	.54
34.00	.816	.544	.822	.548	.828	.552	.834	.556
35.00	.84	.56	.846	.564	.852	.568	.858	.572
36.00	.864	.576	.87	.58	.876	.584	.882	.588
37.00	.888	.592	.894	.596	.90	.60	.906	.604
38.00	.912	.608	.918	.612	.924	.616	.93	.62
39.00	.936	.624	.942	.628	.948	.632	.954	.636
40.00	.96	.64	.966	.644	.972	.648	.978	.652
41.00	.984	.656	.99	.66	.996	.664	1.002	.668
42.00	1.008	.672	1.014	.676	1.02	.68	1.026	.684
43.00	1.032	.688	1.038	.692	1.044	.696	1.05	.70
44.00	1.056	.704	1.062	.708	1.068	.712	1.074	.716
45.00	1.08	.72	1.086	.724	1.092	.728	1.098	.732
46.00	1.104	.736	1.11	.74	1.116	.744	1.122	.748
47.00	1.128	.752	1.134	.756	1.14	.76	1.146	.764
48.00	1.152	.768	1.158	.772	1.164	.776	1.17	.78
49.00	1.176	.784	1.182	.788	1.188	.792	1.194	.796
50.00	1.20	.80	1.206	.804	1.212	.808	1.218	.812
51.00	1.224	.816	1.23	.82	1.236	.824	1.242	.828
52.00	1.248	.832	1.254	.836	1.26	.84	1.266	.844
53.00	1.272	.848	1.278	.852	1.284	.856	1.29	.86
54.00	1.296	.864	1.302	.868	1.308	.872	1.314	.876
55.00	1.32	.88	1.326	.884	1.332	.888	1.338	.892
56.00	1.344	.896	1.35	.90	1.356	.904	1.362	.908
57.00	1.368	.912	1.374	.916	1.38	.92	1.386	.924
58.00	1.392	.928	1.398	.932	1.404	.936	1.41	.94
59.00	1.416	.944	1.422	.948	1.428	.952	1.434	.956
60.00	1.44	.96	1.446	.964	1.452	.968	1.458	.972
61.00	1.464	.976	1.47	.98	1.476	.984	1.482	.988
62.00	1.488	.992	1.494	.996	1.50	1.00	1.506	1.004
63.00	1.512	1.008	1.518	1.012	1.524	1.016	1.53	1.02
64.00	1.536	1.024	1.542	1.028	1.548	1.032	1.554	1.036
65.00	1.56	1.04	1.566	1.044	1.572	1.048	1.578	1.052
66.00	1.584	1.056	1.59	1.06	1.596	1.064	1.602	1.068
67.00	1.608	1.072	1.614	1.076	1.62	1.08	1.626	1.084
68.00	1.632	1.088	1.638	1.092	1.644	1.096	1.65	1.10
69.00	1.656	1.104	1.662	1.108	1.668	1.112	1.674	1.116
70.00	1.68	1.12	1.686	1.124	1.692	1.128	1.698	1.132
71.00	1.704	1.136	1.71	1.14	1.716	1.144	1.722	1.148
72.00	1.728	1.152	1.734	1.156	1.74	1.16	1.746	1.164
73.00	1.752	1.168	1.758	1.172	1.764	1.176	1.77	1.18
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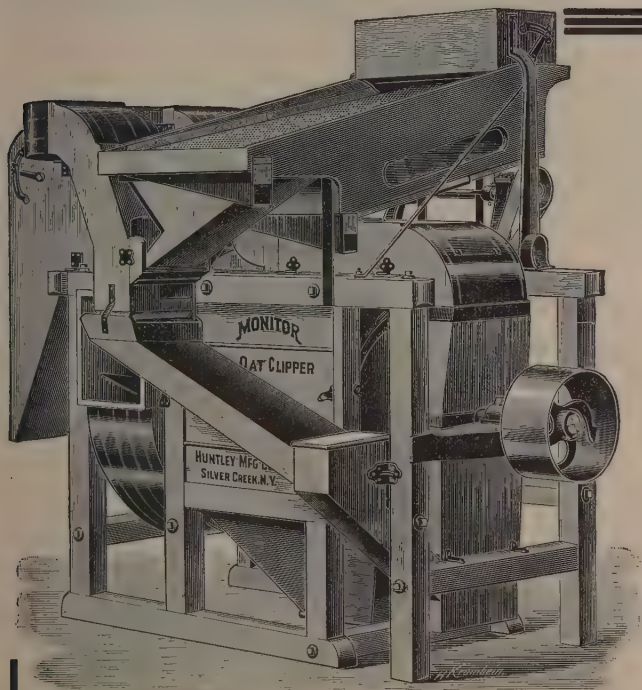
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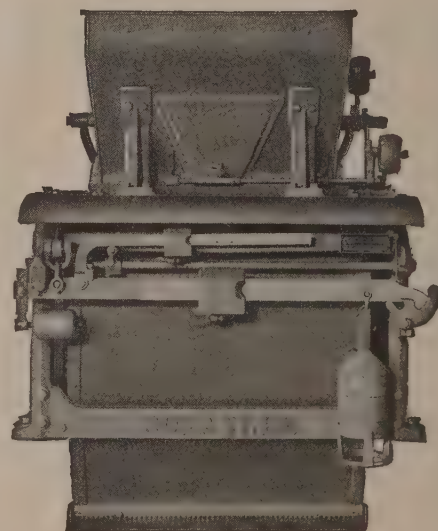
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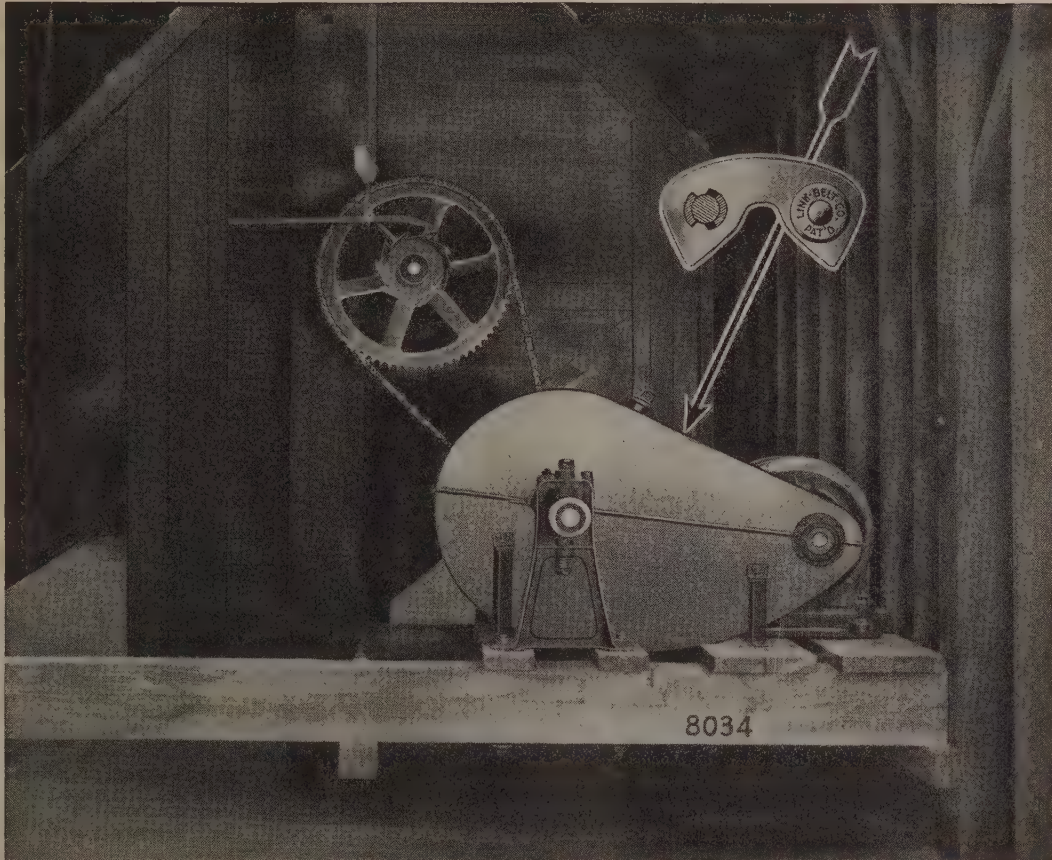
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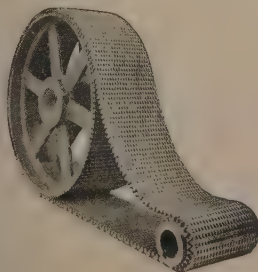
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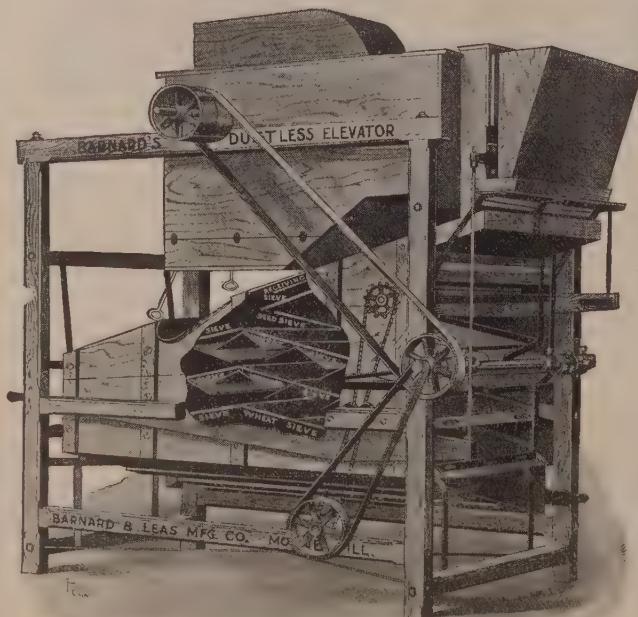
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This machine is made to shell only, and is particularly adapted to elevators where it is desired to shell corn in the basement and separate and clean it in the upper part of the house. The sheller consists of a receiving hopper, upper and lower casings, securely bolted to a very strong wooden frame and a shaft on which the feeders and shelling cone are fastened. This shaft runs in two very heavy and long journal boxes which are bolted to the wooden frame. The cone is keyed on the shaft at both ends which prevents all vibration and makes it very rigid. The feeders are patented and adjust themselves automatically, allowing the machine to be run either way and avoiding the necessity of crossing the belt. All in all it is the logical sheller for you to buy, and worthy of your investigation.

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This is not a new machine. It is known the world over as a standard machine for elevator purposes where large capacity and good work are desired. It has always been a leader and we have used every effort to keep it so. During the past few years we have added a number of new improvements which greatly facilitate the handling of the machine. Our space here is limited, so we cannot go into details and tell you of all the good features of this machine. If you are in the market for a separator, we urge you to investigate this machine. Our catalog, descriptive of this machine, together with our other equipment for elevators is yours for the asking. Better send for it today—you may need it before the week is up.

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**MILL BUILDERS AND  
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ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.





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is equipped throughout with Western Machinery — car pullers, elevator boots, legs, buckets, scourer, pulleys, elevator heads, etc.

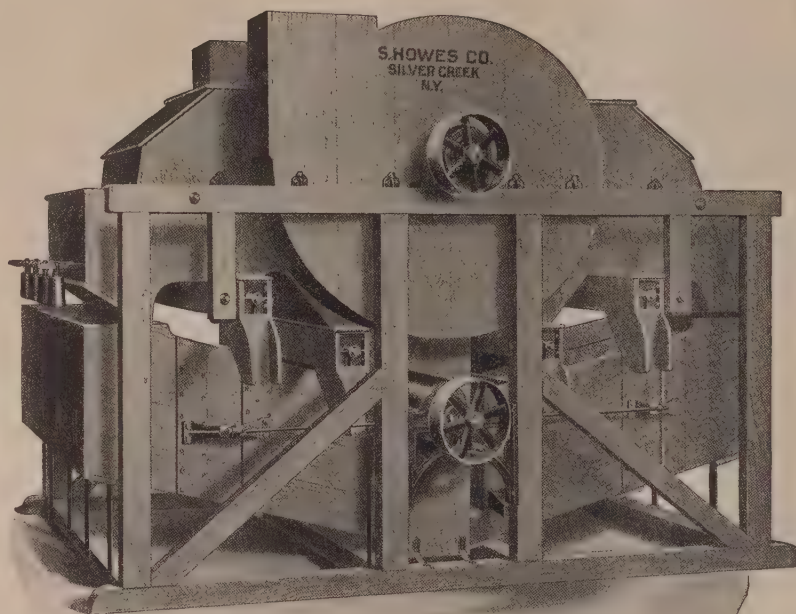
PRICE DID NOT DETERMINE the installation of this machinery.

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A  
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**GRAIN  
CLEANER**



**Eureka**  
of course!!!



Designed for the  
rapid handling of  
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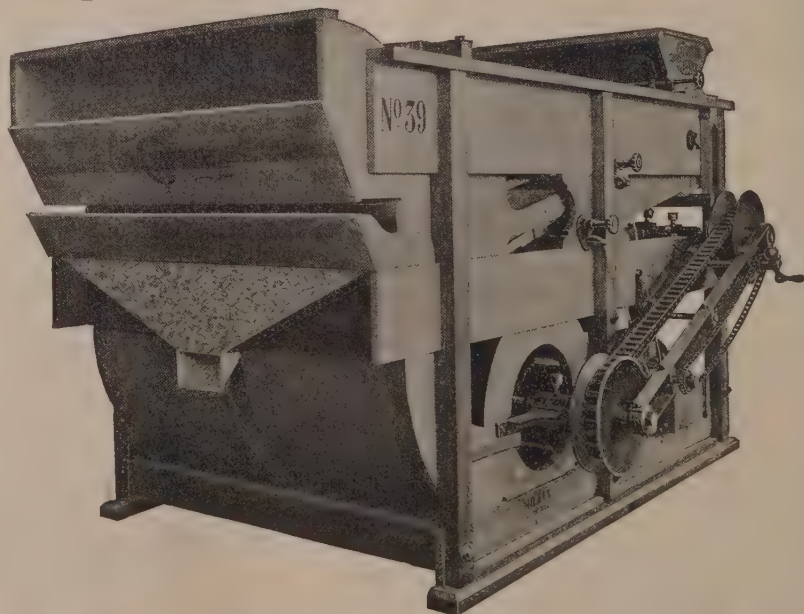
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**THE S. HOWES COMPANY**  
SILVER CREEK, N. Y.

**The "Clipper" Grain & Seed Cleaner**  
WITH  
**Variable Air Regulator**

Different kinds of seeds and grains, and different conditions of the seeds or grains, call for varying strength of the air blast used in separating the dust, chaff, and light, shrunken seeds or grain from the heavy, perfect seeds and grain. The Clipper Variable Air Regulator gives exact control of the air blast at every desired point. "From a zephyr to a hurricane" (and every intermediate point between) exactly describes the range of air blast that can be secured by this mechanical device. We can produce a blast strong enough to blow out the heaviest grain, peas or beans, and by an adjustment requiring but an instant reduce the blast sufficient for handling the lightest seeds, such as timothy, red top or blue grass.

Write for circular  
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description.



The No. 39 Cleaner, shown herewith, is equipped with our new Variable Air Regulator. A perfectly uniform air blast, absolutely under control and entirely free from fluctuation, is one of the most essential and important considerations in cleaning seeds and grains.

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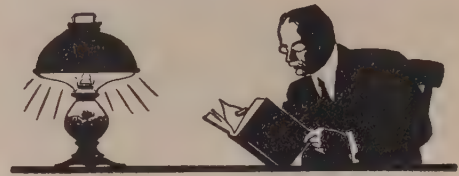
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The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3½ lbs.

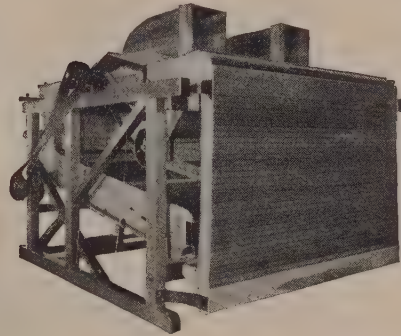
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305 So. La Salle St., Chicago, Ill.



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**U. S. RECEIVING SEPARATOR.** This cleaner is built in capacities up to 4,000 bu. per hour. It has self-oiling bearings on eccentric and fan shafts. Feed is distributed evenly to the screens by means of a screw conveyor, and shoe is direct connected to the eccentric shaft. The double fan equipment and long flue is an absolute check against the possibility of dust or other foreign matter within the cleaned grain.

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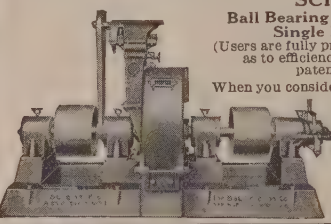


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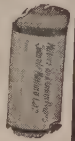


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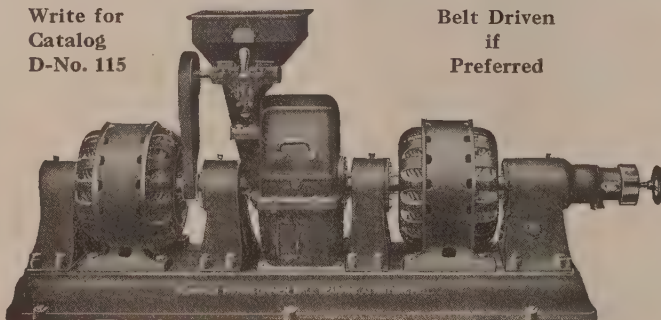
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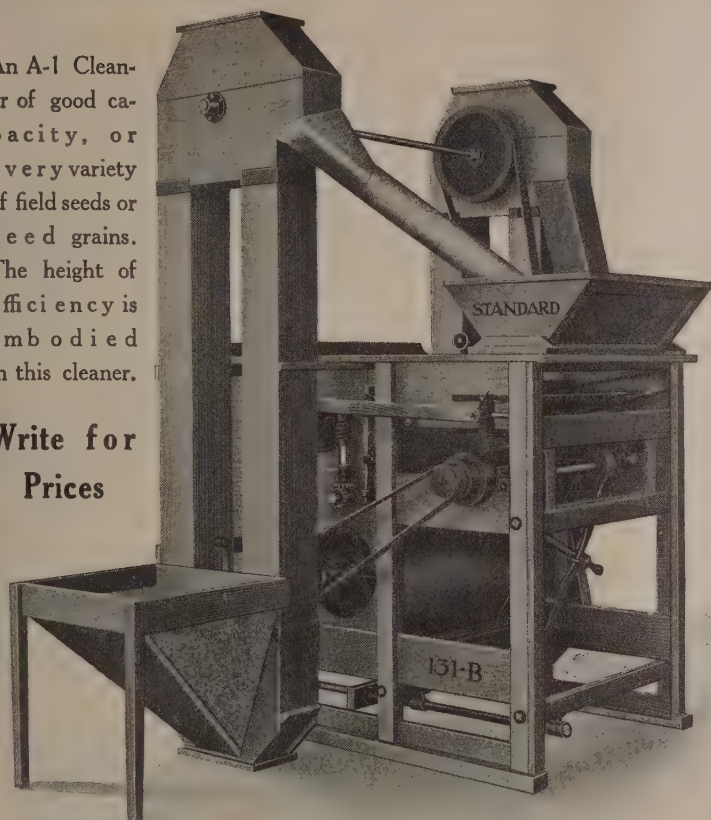
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Special Scales for Special Purposes



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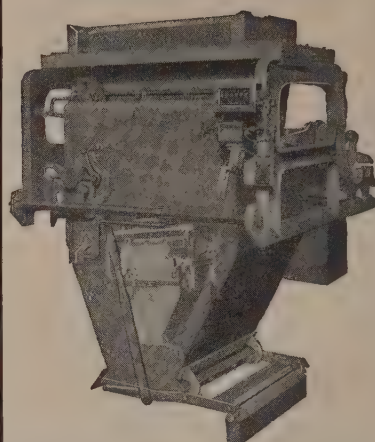
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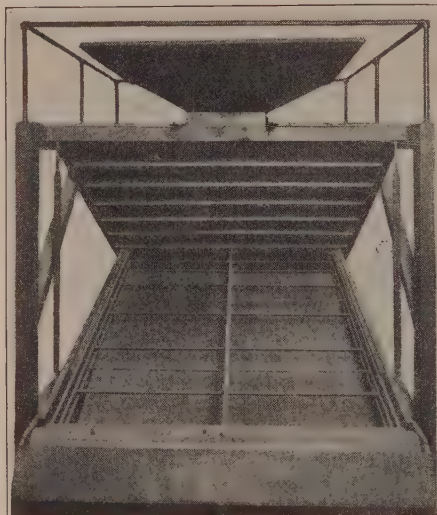
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## TYPE REGISTERING AUTOMATIC SCALES

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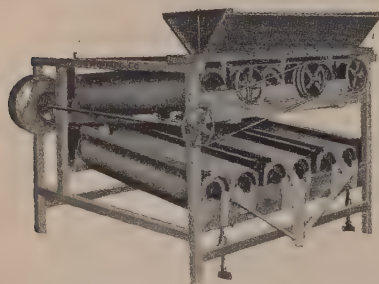
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are built along the simplest lines, eliminating all wear except on the reel coverings. With ordinary usage these will last from 3 to 5 seasons.

Passage of seed to be cleaned is increased or diminished by raising or lowering the reels, according to the amount of dirt or foreign matter in the seed.

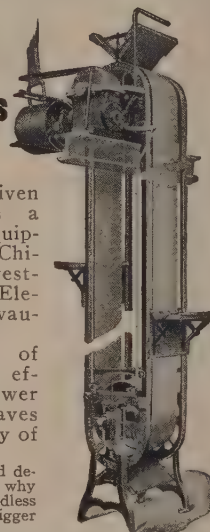
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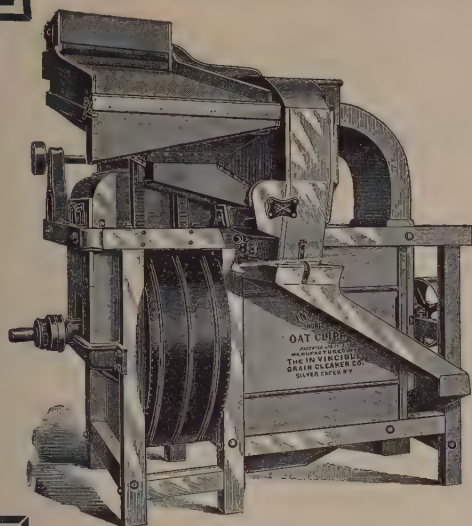
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## INVINCIBLE SCOURER, CLIPPER & CLEANER

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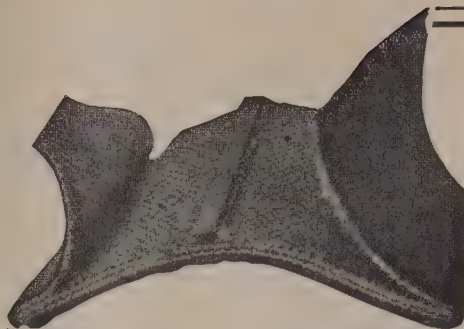
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*will* transmit full power with minimum stretch—  
*can* be used until *worn out in service*—

IS NOT THAT THE RUBBER BELT YOU WANT to know more about? Send for sample and full information about "R. F. & C." patented Non-Separable Rubber Belt.

**W. H. SALISBURY & CO., Inc.**

"The Pioneer Belting House of the West"—Established 1855  
OFFICE and FACTORY: CHICAGO, ILL.

# THE MODERN GRAIN BELT

# REXALL

DOUBLE-STITCHED BELTING

FOR

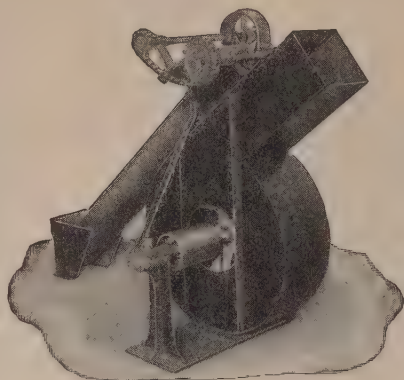
ELEVATING & CONVEYING

# IMPERIAL BELTING CO.

General Offices & Factory  
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42 Broadway, New York, N. Y.  
423 Yeon Bldg., Portland, Ore.





## Whether You Build or Remodel

you want the most simple and up-to-date equipment, and that is the BERNERT line of pneumatic grain handling machinery. If you are in need of a Conveyor, Pitless Elevator, Car-loader, Combined Elevator and Car-loader, or Track-loader, both stationary and portable, etc., then do not wait, but write today for catalog and descriptive matter to the

## BERNERT MFG. CO.

759-33d St., Milwaukee, Wis.

Everything in Pneumatic Grain Handling Machinery

**I**F you are really anxious to learn the true merits and economical service of a

## Combined Grain Cleaner and Pneumatic CAR LOADER

become acquainted with any user. We will gladly send list.

### Why you should install the MATTOON

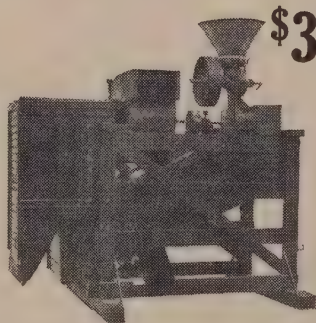
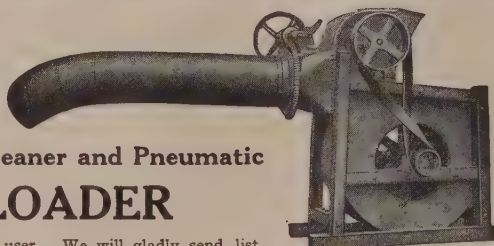
It is impossible for it to mill or crack the grain.

It will fill largest cars to full capacity, without any labor in the car.

Strong and durable, automatic in action, and requires no attention after starting. Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

Write for list and circulars

**MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.**



## \$3.00 An Hour Profit

made every hour you use the

## BOSS COMBINATION GRINDER and GRADER

You can take your raw material—such as corn for example—grind it and grade it—all in one operation. The grader delivers FIVE separations of clean, bright, attractive and uniformly graded poultry feed. Operates on an entirely new principle (patents pending), without vibration. Small amount of power required to operate. Quickly installed—requires but little space.

### 10 DAYS FREE TRIAL

We pay freight both ways if not satisfactory. Your elevator should have one at once. Write for samples today. The low price we quote is made possible through large production of a standard size. Same grader can be used to grade and clean seed wheat. It is the most attractive proposition ever offered the grain trade.

**MAROA MANUFACTURING CO., Dept. G, Maroa, Ill.**

Manufacturers of the Famous BOSS CAR LOADERS

## WHEAT TABLES

Clark's Wheat Tables, or reducing wagon load weights to bushels, reduce any number of pounds up to 4,090 to bushels of 60 pounds each. In addition to the regular reduction table, 4 tables showing the dockage of any quantity up to 4,090 lbs., at 1, 2, 3 and 5 lb. dockage are given. Also a table for reducing flaxseed, rye, or shelled corn up to 4,090 lbs. to bushels of 56 lbs. Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents

GRAIN DEALERS JOURNAL,

315 So. La Salle Street, CHICAGO, ILLINOIS

Prevent  
CLAIM LOSSES  
with

## TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

6000 SHIPPERS  
Are now using them.

Write for samples and prices.



**INTERNATIONAL SEAL & LOCK CO.**

Chas. J. Webb, Vice-President  
617 Railway Exchange Bldg. CHICAGO, ILL.

## The Automatic Dump Controller

USED EVERYWHERE!



Why not have the best, most up-to-date equipped Elevator in your section of the country?

There is but one way, i.e., Buy the machinery required to make it the best.

Farmers will take their grain to the man who is prepared to give them the best and quickest SERVICE.

The Dump is the most important part of your house.

Why not use the most modern device for controlling your dump?

OUR DUMP CONTROLLER IS A "TRADE GETTER AS WELL AS A TRADE KEEPER."

Send for circulars. They will be forwarded upon request.

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523 Board of Trade Bldg.,  
INDIANAPOLIS, INDIANA



## HOTEL DYCKMAN

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MINNEAPOLIS NEWEST HOTEL

325 Rooms, Every Room with private bath  
Rates \$1.50 to \$5.00 per day

The DYCKMAN gives more for the money than any hotel in the Twin Cities

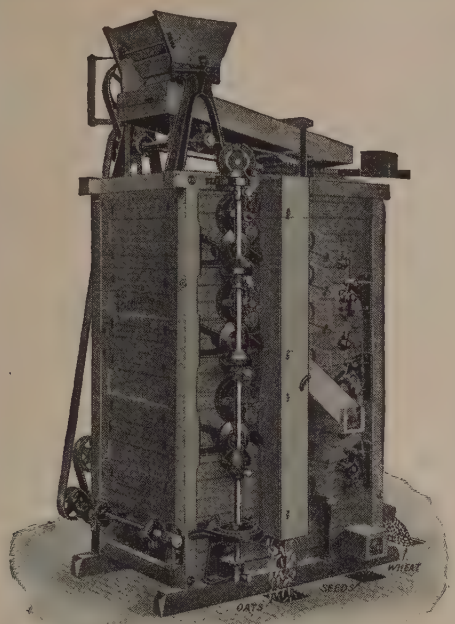
Headquarters for the Grain Trade

H. J. TREMAINE, President and Manager

## Drive

Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.





# BARLEY!

## The Richardson Barley Separator

makes the same beautiful separation on barley as the **Richardson Wheat and Oat Separator** does on wheat.

The Richardson Way is the Best for Barley

Built in sizes up to 425 bushels per hour.

Write for particulars and send 5 lb. sample

**RICHARDSON GRAIN SEPARATOR CO.,** MINNEAPOLIS, MINN.  
15th Ave. S. E. and N. P. Tracks

# Protect Your Grain from Mould

The way to have your stored grain clean and sweet and free from mould is to keep out every drop of moisture. Grain pit walls are often full of water. The moisture gets to the grain, causing it to become soggy, mouldy and practically worthless.

## Anti-Aqua No. 826

is a damp-proof coating for pits and foundations that prevents the seepage and absorption of moisture.

It is easy to apply and requires no heating or thinning. Anti-Aqua sets up in a few hours and dries firmly over

night. An application of Anti-Aqua is positive insurance against mouldy grain.

We specialize in paints for elevators and will gladly send complete information regarding Anti-Aqua No. 826, or other paint products.

**DETROIT GRAPHITE COMPANY**

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PAINT AND COLOR MAKERS

Detroit, Mich.





## GRAIN ELEVATOR BUILDERS

# The Big 4 Elevator at Indianapolis

which is illustrated and editorially described elsewhere in this issue, was constructed by this company.

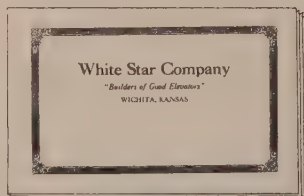
This elevator embodies all the advantages of two medium sized country houses under the single roof of the terminal elevator. The owners will be able to advance the grade of all grain received before marketing.

This elevator is typical of RELIANCE built elevators. It was designed and built for a purpose, and it can be relied upon to do the work for which it was intended.

If you are contemplating the erection of a new elevator, or the rebuilding of an old house, get in touch with us. We can save you money.

## Reliance Construction Co.

Board of Trade Indianapolis, Ind.



Our New  
Booklet of  
Elevator  
Construction

Write for Catalog C-2.

White Star Co. Wichita, Kans.

Be Satisfied This Season!

**"YOUNGLOVE does all the Contract calls for and MORE."**

Concrete and Tile  
Quick Service

Cribbed and Balloon  
Guaranteed Work

REPAIR SPECIALISTS

**YOUNGLOVE CONSTRUCTION CO.**

412 United Bank Bldg.

SIOUX CITY, IOWA.

## Grain Elevators

of any size and any type

Designed and Built for

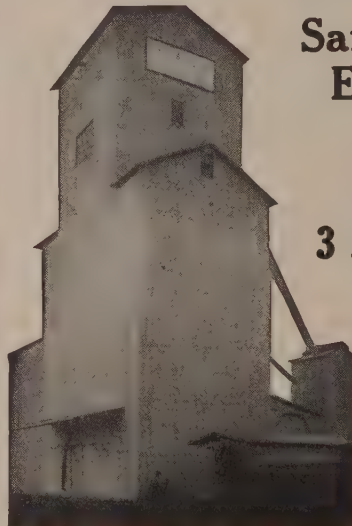


Safety,  
Economy,  
Utility

THE  
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CO.**

Builders of  
Better  
Elevators

122  
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CHICAGO



**ELEVATOR  
CONSTRUCTION  
SPECIALIST  
SINCE  
1881**

**"HAVE IBBERSON BUILD IT"**

Write  
For Our  
New Booklet

**T. E. IBBERSON  
MINNEAPOLIS, MINN.**

## D. F. HOAG & CO.

Designers and Constructors of

## GRAIN ELEVATORS

202-4 Corn Exchange, Minneapolis

## Advertising

Must first attract, then interest, and finally convince. Keep advertising and the country shipper will give you the preference.

## RELIABLE SUPPLIES

## COMPETENT WORKMEN

To Make All Repairs

We help you remodel to get the greatest efficiency from the plant you have.

WRITE TODAY

**ORR BROS. SUPPLY CO.**

CEDAR RAPIDS, IOWA



## GRAIN ELEVATOR BUILDERS

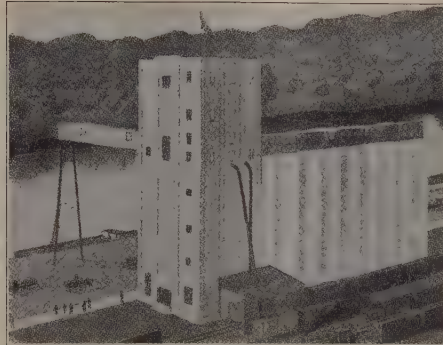
**B**

When Better  
Elevators are  
built, Burrell  
will build them

Ask those who have them  
Over 600 in use today.

**Burrell Engineering &  
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1102-8 WEBSTER BLDG., CHICAGO  
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705 Baker-Boyer Bldg., Walla Walla, Wash.



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Designers of

**Fire-Proof Grain Elevators**

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"Each Part Designed By a Specialist"



THE CHEAPEST Elevator in the End  
Is Steel Construction

**WHEN BUILT RIGHT**

It Does Not Burn.  
It Preserves the Grain.  
It Does Not Crack.  
It Saves Insurance.  
It Has a Large Salvage Value  
if taken down.

LET US FIGURE WITH YOU

**MINNEAPOLIS STEEL & MACHINERY CO.**  
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WE KNOW HOW TO BUILD THEM RIGHT

**HICKOK CONSTRUCTION CO.** for  
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**ELEVATORS** Fireproof  
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Designer and Contractor of  
CONCRETE and WOOD  
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Any Size or Capacity  
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Grain Elevator Builders  
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CONTRACTORS DESIGNERS  
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ALSO JOBBERS OF  
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DESIGNERS AND BUILDERS OF  
**GRAIN ELEVATORS**  
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**BUYERS AND SELLERS**  
of grain elevators. You can make your wants  
known quickly by advertising in the "Elevators  
for Sale and Wanted" columns.

## Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 - - - Price, \$1.75

GRAIN DEALERS JOURNAL, 315 S. La Salle St., Chicago, Ill.

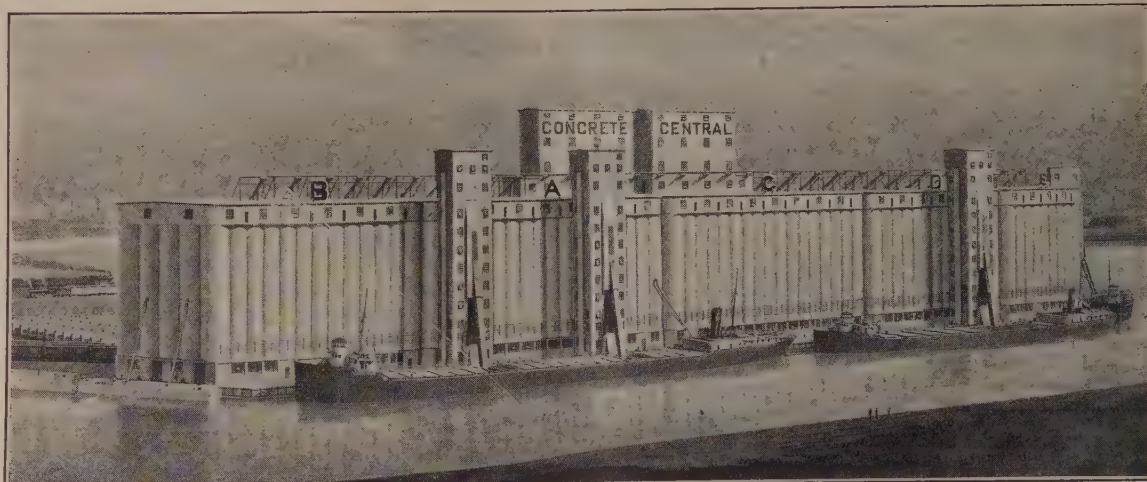
## VEST POCKET GRAIN TABLES

Clark's Vest Pocket Grain Tables reduce pounds to bushel on any number of pounds from 10 to 100,000. Printed on ledger paper in red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs. Timothy Seed at 45 lbs.

These tables are bound in heavy manila and form a thin book 2 1/2-in. wide by 8 1/2-in. long Price 50 Cts. Address  
GRAIN DEALERS JOURNAL, 315 So. La Salle Street, CHICAGO, ILLINOIS





CONCRETE-CENTRAL ELEVATOR—BUFFALO

	ORIGINAL CONTRACT	ADDITIONS
Concrete-Central . . . . .	Sec. A, 1915 . . . . .	B, 1916. C, D, E, 1917
Shredded Wheat . . . . .	1911 . . . . .	1913 & 1914
Connecting Terminal . . . . .	1914 . . . . .	1916
A. J. Wheeler . . . . .	Monarch Elevator . . . . .	Wheeler Elevator
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## MONARCH ENGINEERING COMPANY

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BUFFALO, N. Y.



Terminal Elevator, Calgary, Alta., 2,500,000 Bushels Capacity. Recently Completed.

WE BUILD REINFORCED CON-  
CRETE STRUCTURES OF ALL TYPES

## Grain Elevators, Mills and Industrial Plants a Specialty

Our Engineering Department is ready to solve  
your problems and furnish preliminary estimates

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Also Zeigler Block, Spokane, Wash.

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## Canadian Government Grain Elevator Port Arthur, Ontario

Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

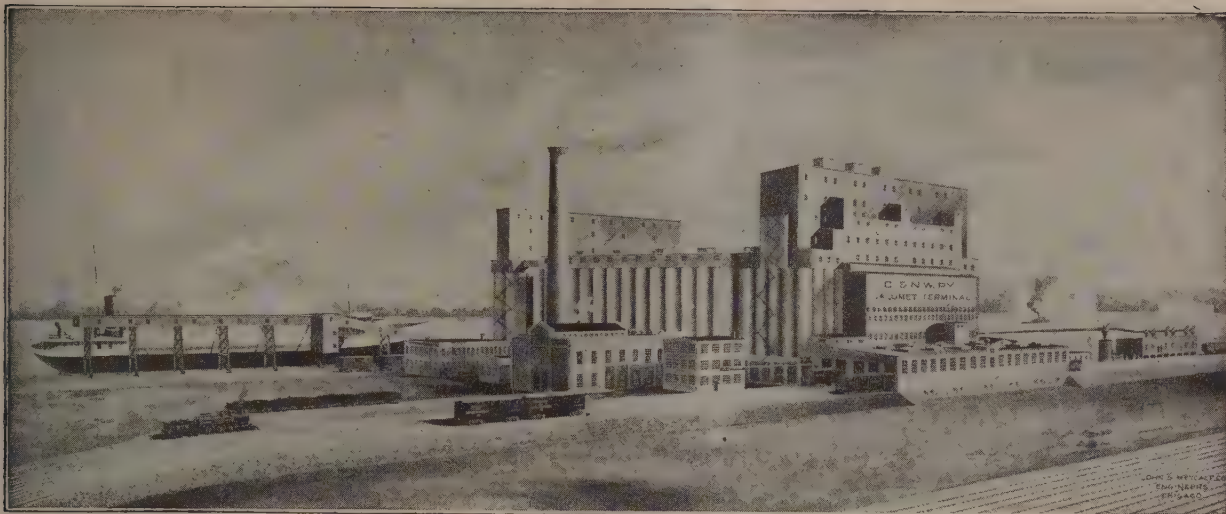
Barnett-McQueen Co., Limited

OFFICES

FORT WILLIAM, ONT.  
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**C. & N. W. RY. Calumet Terminal Elevator**  
South Chicago, Illinois

Now under construction. Total Capacity of Completed Plant: 10,000,000 Bushels. To be operated by the Armour Grain Company of Chicago.

Designing and Consulting Engineers for Entire Work  
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GRAIN ELEVATOR ENGINEERS

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**WITHERSPOON-ENGLAR CO.**

Built this Daylight, Fireproof Milling Plant for the Southwestern Milling Co., Kansas City, Kans.

Capacity, 400,000 Bus.—400 Bbls.

Electrically Driven and Modern in Every Respect.

**WITHERSPOON-ENGLAR CO.**

1247 Monadnock Bldg. CHICAGO, ILL.

Builders of Modern Fireproof  
MILLS AND ELEVATORS



**The 2,000,000 Bushel  
WESTERN MARYLAND ELEVATOR  
at Baltimore**

Designers and Builders

**JAMES STEWART & CO., Inc.**

GRAIN ELEVATORS

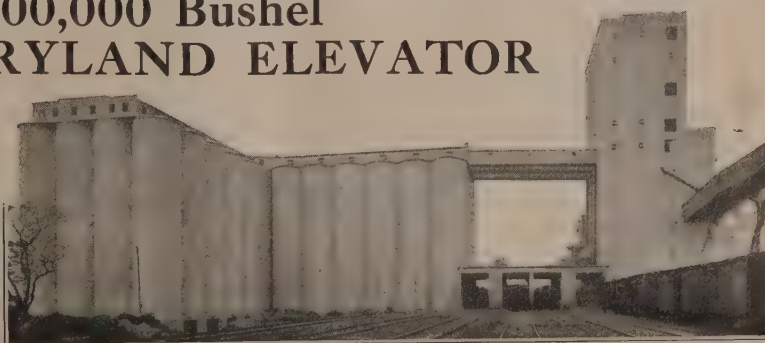
BUILT IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT.,

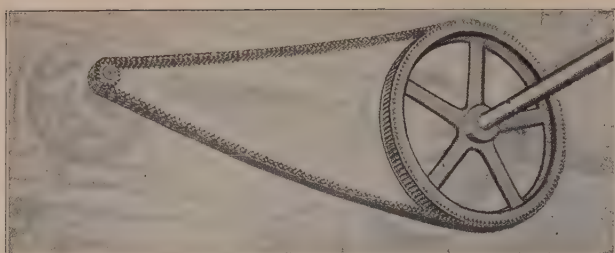
15th Floor Westminster Bldg.

CHICAGO

W. R. SINKS, Manager







## Silent Chain Drives — for — Power Transmission

The most modern method for obtaining the full use of your electric current through your motors to your machinery.

Cut steel pinions, cast iron cut sprockets and the best made Silent Chain make **AMERICAN HIGH SPEED SILENT CHAIN DRIVES** the ultimate solution and afford the final overcoming of your power transmission problems.

**NOISELESS — COMPACT — POSITIVE — EFFICIENT**

For use in driving Belt Conveyors, Legs, Screw Conveyors, Power Shovels, Fans, Hoists Lineshafts, etc.

Write for list of complete Grain Elevator installations and a copy of our Catalog No. 100.

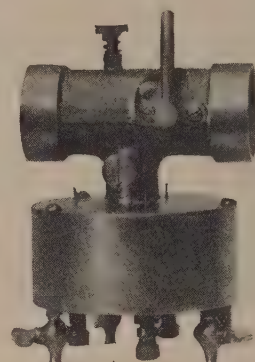
**American High Speed Chain Company**  
Commercial Drive Division  
1101 Transportation Building, Chicago, Ill.  
Factory—Indianapolis, Ind.

## What Does Your Fuel Cost?

It costs "60%" too much, unless you are using the

**American Kerosene Carburetor**

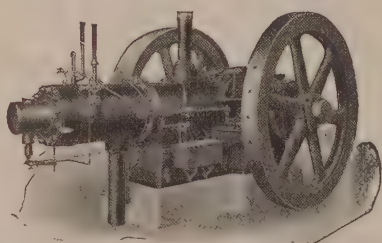
YES! We guarantee it, and give 30 days C. O. D. trial.



Mail Your Order to the

**Kerosene Carburetor Co.**  
FRANKFORT, INDIANA

References: The American National Bank, Frankfort; Dun or Bradstreet



## Distinctively Individual

not only in construction but in service rendered. Power experts in our employ will solve any power problem that you wish to present, and fully convince you that the Money Making **MUNCIE** is THE engine for your individual needs. We want to hear from you.

**Muncie Oil Engine Company**  
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## UNIVERSAL GRAIN CODE

For use of

## Grain and Milling Trades

*We recommend it. The trades endorse it.*

Save telegraph tolls. Keep your business to yourself. Prevent Expensive Errors.

Its 146 pages contain 13,745 expressions, printed on policy-bond paper, and bound in black flexible leather—size 7 x 4½ inches.

**Price \$3.00**

**GRAIN DEALERS JOURNAL**  
315 So. La Salle St. Chicago, Ill.



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The Diamond Ball Bearing Corn, Chop or Feed Mill, easily installed, requires little power and earns nice profit. Unequalled Corn Plates of Original Design. Special Attrition Plates for Screenings, Meal and Feed. 30 days FREE trial in your plant will convince.

Ask for Bulletin GDJ

**DIAMOND HULLER COMPANY**  
WINONA, MINNESOTA  
Disc Feed Mills. Disc Corn Mills,  
Horizontal Crushers

## Government Supervision of Corn Grades

Is effective Dec. 1, 1916. You cannot afford to guess at the grades of corn. "Be Sure You're Right." Install C. J. DE ROO & SON'S

## Flint-Brown-Duvel Moisture Tester

A Complete Single Compartment Tester as shown in cut, including accurate Scale and Supplies \$20 F. O. B. Flint

Choice of Glass or Copper Flasks—both according to Government Circular No. 72 and supplement thereto. Can also supply two, four or six Compartment Testers.

Order Now and Get the Full Season's Use

**C. J. DEROO & SON**  
115 E. Water St., Flint, Michigan



## HALL SPECIAL Elevator Leg

COSTS LESS to BUILD, LESS to OPERATE, LESS to MAINTAIN.

Elevates as much as **any** other leg **double** its size.

Elevates constantly **WITHOUT ATTENTION**; **WITHOUT STOPPING**; **WITHOUT CHOKES**. Capacity guaranteed in your elevator.



We assert from knowledge born of many years' experience, that the

## HALL SIGNALING NON-MIXING GRAIN DISTRIBUTOR

is the most efficient grain handling device ever built. The statement is strong, but it is the simple truth, and is believed by every user of the HALL DISTRIBUTOR.

Your doubts, if you have any, will be set at rest forever, when we put a Hall at work for you.

And you will save more money than you think. Write for our Catalogues today.

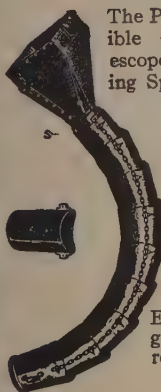
**Hall Distributor Company, 222 Range Bldg., Omaha, Nebraska**

Tell us what you need for your Grain Elevator and we'll tell you where to get it.

## Grain Dealers Journal

315 So. La Salle St., Chicago

## Gerber Spouting Has No Equal

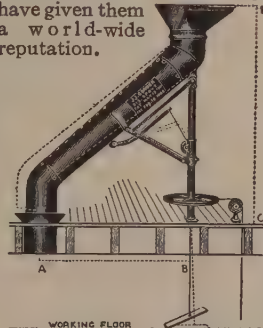


The Patent Flexible Chain Telescope Car Loading Spout is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of special metal.

Every spout guaranteed as represented.

## The Latest Improved Distributing Spouts

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.



Don't accept those "almost as good." For satisfaction, get the genuine, made by

**J. J. GERBER**

MINNEAPOLIS

MINNESOTA

## Boost Better Farming by Selling Fertilizers

Larger crops, better quality and greater profits follow. Your community's purchasing power increases. Present prices for grains make greater production doubly profitable. Help your customers and help yourself with fertilizers.

Dean Mumford says: "The investments of the farmer which pay the largest interest are the investments in fertilizers, in good livestock, in good machinery and other forms of equipment."

One of the most important steps which must be taken by the average farmer of the Middle West is the purchase and application of fertilizers to be used along with a rational rotation. The intelligent use of fertilizers will increase farm profits and benefit directly the individual farmer. \* \* \* Dean F. B. Mumford, University of Missouri.

It pays the dealer to handle fertilizers which pay big interest on the farmers' investment.

Our bulletins and pamphlets point the way to better and more profitable crops for your farmer patrons to grow and for you to handle.

SOIL IMPROVEMENT COMMITTEE  
of the

NATIONAL FERTILIZER ASSOCIATION

Postal Telegraph Bldg.  
Chicago

Munsey Building  
Baltimore

## SET OF BOOKS for Grain Dealers

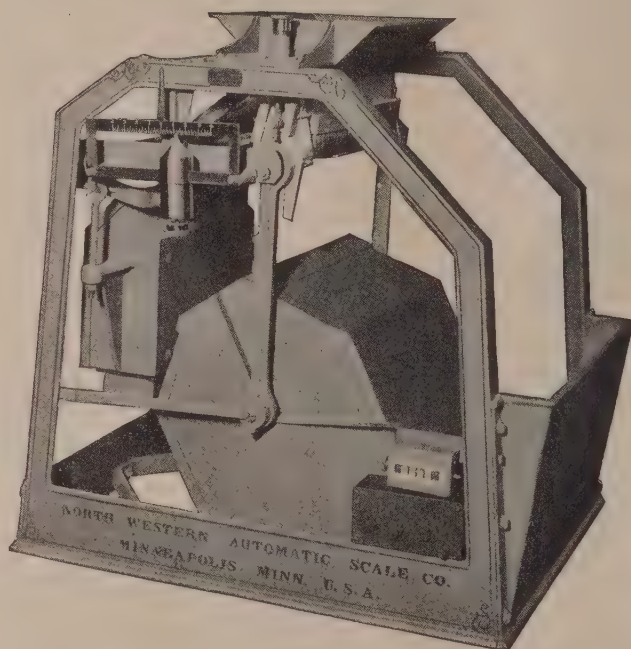
Form 380 Record of Wagon Loads Bought }  
Form 385 Record of Car Loads Shipped } **PRICE, \$3.50**

GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago



# Weigh it Automatically!

The Age of Automatic Weighing in grain elevators has arrived and is here to stay



"The simple scale with the tilting bucket"

The KLINGLER with its prominent points of merit is converting many men to the automatic.

Because the KLINGLER is simple in construction it is simple in operation, features that are convincing the moment you give them thought.

Space here will not permit telling the whole story but our illustrated booklet does and a copy can be had for the asking.

*"If you will weigh the facts before buying  
you will weigh your grain with a KLINGLER"*

## KLINGLER MANUFACTURING CO.

Formerly Known as

NORTHWESTERN AUTOMATIC SCALE CO.

305 McKnight Bldg.

Minneapolis, Minn.



# Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

## ELEVATORS FOR SALE

**ILLINOIS** Elevator located at Fulton, Ill., for sale or exchange for land. Address Short Box 5, Grain Dealers Journal, Chicago, Ill.

**OKLAHOMA** one good elvtr. well located, 15,000 bu. cap. Owner wants to sell and will make price right. Address Grain Box 5, Grain Dealers Journal, Chicago.

**FOR SALE:** Best elevator proposition in the State of Montana. \$5500.00 if taken at once. Address Sale, Box 5, Grain Dealers Journal, Chicago.

**MICH. BARGAIN**—Will sell 15,000 bu. bean and grain elevator at once; town 30,000, one other elevator. Address Don, Box 10, Grain Dealers Journal, Chicago.

**FOR SALE**—15,000 bu. Elevator, modern, in the best grain country in Central Indiana; dirt cheap if sold at once. Address Thorn, Box 10, Grain Dealers Journal, Chicago, Ill.

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**MONTANA**—Small elevator for sale near tracks in thriving Montana town, suitable for a feed mill and seed handling proposition or general grain business when spur is built to the house. Very small investment required. Address Spur, Box 9, Grain Dealers Journal, Chicago, Ill.

**COLORADO**—For Sale 25,000 bu. elevator with fuel and feed business, in the famous Arkansas Valley. Good town, wideawake, healthy climate. Doing good business, thoroughly equipped. Good reason for selling. This is a money maker. Address J. B., Box 4, Grain Dealers Journal, Chicago.

**ILLINOIS**—On account of death of our Mr. John Ervin, elevator at Tuscola, Ill., situated on I. C. track, is for sale; 4 dumps, 2 elevators, electric power (35 horse), gravity load, private track, good repair; storage for 15,000 bu. ear corn; 15,000 bu. shelled; machinery good. Address R. & J. Ervin, Tuscola, Ill.

**KANSAS**—For sale, my 20,000 bu. crib elevator, 20 h.p. gas engine, sheller, cleaner, car loader, feed grinder, three stands elevators, generator for town lighting, moving picture outfit, warehouse and coal bins; all on private owned ground, only elevator in town; local business is good income; good wheat and corn this year. Address Geo. B. Harper, Silver Lake, Kans.

**FOR SALE**—Elevator 60,000 capacity, handling 250 to 300,000 bushels grain annually; located in best grain territory in Illinois, 115 miles from Chicago, also fine outlet to all southern markets. Price \$12,000.00 for immediate sale, terms can be arranged. Anyone wanting a high class elevator proposition should write immediately to P. G., Box 8, Grain Dealers Journal, Chicago.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

## ELEVATORS FOR SALE.

**FOR SALE** or trade for good farm, grain elevator in Western Indiana. Address Lock Box 235, Oxford, Ind.

**OHIO** elevator and coal business for sale; good location, small town; sold 40 cars coal last year. Inquire W. H. Hill, Oakwood, Ohio.

**STRAWN, ILLINOIS**—New elevator, 60,000 bu. cap., situated on the Wabash R. R. Must be sold to close a bankrupt. For particulars, inquire of T. J. O'Connor, Trustee, Chatsworth, Ill.

**FOR SALE**—Line of grain elevators in Indiana with coal business connected. Will sell all together or any one station separate; good business and territory. Address X, Box 10, Grain Dealers Journal, Chicago.

**NORTHERN ILLINOIS**—65,000 bu. cap. elevator in rich grain belt; handles 200,000 to 250,000 bu. grain annually; no competition. Full particulars upon request; no trades. Coal and feed business in connection. Address Belt, Box 10, Grain Dealers Journal, Chicago, Ill.

**CENTRAL IOWA**—Two elevators in adjoining towns run as one business, motor-power; good town to live in, clean, steady, profitable shipping business. Will interest you if looking for something good. Price for both \$11,000. Satisfactory reasons for selling. Don't write unless you mean business. Address C, Box 10, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Modern 12,000 bu. cap. elevator on private land, Northeastern Kansas; has two dumps, two elevator legs, Western corn sheller and cleaner, wheat cleaner, manlift, 18 horse gasoline engine, 10,000 bu. outside double shingle roof corn crib on stone foundation, stock yards, feed troughs and sheds for two car loads of cattle, new coal bins for ten cars coal. Will sell at a bargain. Address S, Box 10, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE.

Location.	State.	Capacity.
Perkins	Iowa	18,000 bu.
Hinton	Iowa	22,000 bu.
Alvord	Iowa	25,000 bu.
Sioux Center	Iowa	20,000 bu.
Gerretson	South Dakota	22,000 bu.
Sherman	South Dakota	40,000 bu.

These elevators will warrant careful investigation. Correspond with us at 1108 First National Soo Building, Thorpe Elevator Co., Minneapolis, Minn.

## ELEVATOR BROKERS.

**SELLERS** list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

**LIST YOUR ELEVATORS AND REAL ESTATE WITH ME FOR RESULTS. NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.**

**JAMES M. MAGUIRE**, 6454 Minerva Ave., would like to have a few more medium priced elevators for sale, on which good terms can be given. If you wish to buy, let me know what you can pay and I'll try to suit you.

## ELEVATORS WANTED.

**HAVE** several farms in Blaine County, also Oklahoma City proper to trade for elevators in Oklahoma. Marshall Grain Co., Oklahoma City, Okla.

## BUSINESS OPPORTUNITIES.

**FOR SALE**—Elevator and feed mill in smart western New York town. Will sell outright or take a managing partner. Box 752, Buffalo, N. Y.

**FOR SALE**—Five acre elevator site on 4 railroads in this manufacturing, mill and grain center. R. L. Caruthers, Sherman, Texas.

**FOR SALE**—A permanently established growing grain business operating a line of country stations in North Missouri; an exceptional opportunity and an attractive proposition. Address A. A. Alley, owner, Mercer, Mo.

**FOR SALE**—Seventy-five barrel flour mill with elevator and coal yard in connection. Mill bldgs. brick. Plant in active operation, with good local trade. Must be sold at once. Write A. M. G., Box 2, Grain Dealers Journal, Chicago.

## MILLS FOR SALE.

**FOR SALE**—Feed mill, No. 8 Bowsher; nearly new. J. L. Wise, Greenville, Ill.

**FOR SALE**—A 30-bbl. country flouring mill; in fine condition. Write for full particulars. V. Stockon, Carrollton, Ohio.

**FOR SALE**—75-bbl. mill, cheap. Good reason for selling, plenty wheat at mill. Blue Rock Milling Co., Blue Rock, Ohio.

**FOR SALE** 150-bbl. flour mill, situated in Kansas wheat belt, in operation; money maker. Address Bee, Box 6. Grain Dealers Journal, Chicago.

**FOR SALE**—A bargain on easy terms, the Papillion Roller Mills, 100 bbls. capacity. For particulars inquire of owner, B. H. Schroeder, Papillion, Nebr.

**FOR SALE**—One of the best 50-bbl. Flour Mills with 10,000-bu. elevator in Southern Minn. Bears closest investigation. Gibbon Roller Mills, Gibbon, Minn. Otto Pless, Prop.

**I WILL** sell a fifty-thousand dollar flouring mill and elevator in Oklahoma, well located, for the sum of twenty thousand dollars; part cash and time payments. John DeBois, Searcy, Ark.

**I OFFER** for sale a 35-barrel waterpower mill, 5 acres of land, dwelling, house, barn; all in good repair. Price \$5,500 for quick sale. The mill building itself could not be built for what I ask. Write for particulars. Mrs. Ellen Keiter, R. R. No. 9, Carlisle, Pa.

**GOOD MICHIGAN MILL FOR SALE** AT a bargain. On account of advanced age, I offer for sale my water power roller mill, 100-bbl. capacity; large roomy building; 7 double rolls, plenty of cleaning, purifying and bolting machinery; 2 run burrs and Bowsher Grinder on feed; separate wheels for mill and feed grinding. Splendid water power, 19 foot head. Mill in good condition, but must be seen to be appreciated. Full information furnished prospective buyers. Eli Strong, Paw Paw, Mich.

Sympathy never sold a feed mill, but a Journal "For Sale" ad has. Try it.



## HELP WANTED.

**WANTED**—Elevator man who thoroughly understands mixing of grain and running cleaning machinery. Single man preferred. Address Box 205, Manitowoc, Wis.

## SITUATIONS WANTED.

**WANTED**—Position in gr. elvtr. by exp. gr. man. For particulars, address Eve, Box 10, Grain Dealers Journal, Chicago.

**WANTED**—Position as mgr. of elvtr. or with good grain firm; exp. ref. Address F, Box 10, Grain Dealers Journal, Chicago.

**WANTED**—Position with good grain firm as Mgr. of Elvtr. or in office of good comm. firm. 10 yrs. exp., good ref. Address Gail, Box 9, Grain Dealers Journal, Chicago.

**POSITION** wanted as Mgr. of elvtr. 5 yrs. exp. as second man; can keep books. Central or Northern Iowa preferred. Good ref. Address D. W. Terrill, Jr., Lawn Hill, Iowa.

**WANTED**—Position as Manager of Elevator; 7 years experience; 45 years old. Good ref. furnished. Address Son, Box 10, Grain Dealers Journal, Chicago.

**WANTED**—Position with elevator concern as Bookkeeper or Stenographer. Montana or Canada preferred. Good ref. Address Leola, Box 8, Grain Dealers Journal, Chicago.

**A MAN** of wide experience in the grain business will accept a position as manager of an elevator doing a large business. Address Squair Deal, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Position as Gr. Station Mgr. with some reliable firm. Experienced in grain, feed and coal business; gilt-edge recommendations furnished if desired. Address Box 46, Belmont, Kans.

**WANTED**—Position as traveling solicitor; experienced. Reference present employer, thirty-five years old; steady worker. Would like to make change. Address Spring, Box 8, Grain Dealers Journal, Chicago.

**WANTED**—Position as solicitor for some good grain firm, either Chicago, Milwaukee, Kansas City or St. Louis; 18 yrs. exp. grain business; Scotch Irish, good mixer, 47 yrs. old, married. A-1 ref. Address Scotch Box 9, Grain Dealers Journal, Chicago, Ill.

## SITUATIONS WANTED.

**WANTED**—Position as Manager; 17 years' experience in Milling and Elevator business; best of references as to character and ability. Address Wade, Box 7, Grain Dealers Journal, Chicago.

**POSITION** wanted as Mgr. of elevator or solicitor for good live grain house. 2 yrs. exp. in elevator work, one yr. in Nebr. and one yr. in Ill. A-1 ref. Address Bush, Box 9, Grain Dealers Journal, Chicago.

**HAVE** a good position, but would like a change where there are good schools; 20 yrs. exp. in grain and side lines. Would like to correspond with a good firm that will need a man by June 1st. Address June, Box 10, Grain Dealers Journal, Chicago.

**AM LOOKING** for position in city or country elevator. Can manage and run an elevator, have had good experience and can furnish A1 references. Reasonable salary. Write H. A. Ashling, Yocemento, Kans.

**WANT** position as manager of elevator or elevators; have had 4 yrs. experience for myself, 15 mo. for company; can give ref. and bond if necessary; can come at once, am not afraid to work. Address C K, Box 10, Grain Dealers Journal, Chicago.

**WANTED**—Position as manager of grain elevator; at present asst. mgr. Have had experience in grain, lumber and coal line; married, absolutely no bad habits. Prefer Iowa, but will consider other points. Address Colo., Box 10, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Position as Mgr. of Gr. Elvtr. Prefer Kansas location but will consider other points. Thoroughly exp. in grain, feed, lumber and implement business. American, 37 yrs. old, married. Can furnish A-1 ref. Address Stratton, Box 9, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Position as elevator manager by man 40 yrs. old; now employed, but wish to change after Dec. 1st, 1916. (Farmers Elvtr. preferred.) 15 yrs. experience handling grain and stock in corn belt. Address Change, Box 9, Grain Dealers Journal, Chicago, Ill.

## SITUATIONS WANTED.

**LIVE YOUNG** married man wants situation country grain business as elevator manager, auditor, or what have you? Must be good salary for hustler; six yrs. experience; best references. Can produce results. Address Cedar Box 9, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Position by man with 16 yrs. exp. in the grain business; 37 yrs. old, married; at present manager of elevator; would like to connect with private company where there would be chance for advancement. Thoroughly competent. Address Aisle, Box 8, Grain Dealers Journal, Chicago.

## MACHINES FOR SALE.

**FOR SALE** Cheap, No. 4 Western Cleaner in good working condition. W. M. Reckewey, Girard, Kansas.

**HAVE** one good as new Meal Bolter; will sell for \$50 F. O. B. Strong City, Okla. Write Lock Box No. 3.

**FOR SALE**—One Monitor Dustless Warehouse Separator No. 3 in good condition, with full set of screens. Bay City Grain Co., Bay City, Mich.

**FOR SALE**—Two No. 3 Richmond improved close scourers, one No. 1 Richmond improved separator and six gray round reels. Wisconsin Milling Co., Menomonie, Wisc.

**FOR SALE**—One No. 174 Double Receiving Separator, made by S. Howes Co., been used day; cost \$122, will sell cheap. Address The Wetsel Seed Co., Inc., Harrisonburg, Va.

1-16" B. B. Attrition Mill & Drive \$220.00  
1-22" Ball Bearing Attrition Mill 210.00  
1-24" Ball Bearing Attrition Mill 300.00  
1-No. 5 Knickerbocker '05 Dust Col. 40.00  
All f.o.b. shipping point subj. to prior sale, 1/4 cash, balance your own terms. Many other bargains on Rebuilt Attrition, Roller, Burr Feed Mills, Reels, Separators, Driers, Packers, Scourers, Feeders, Mixers, Dust Col. Supplies, etc. Complete equipments scientifically arranged for modern Flour & Cereal Mills, Molasses Stock, Poultry Feed & Fertilizer Plants, Plans, Specifications and Flow Sheets. Write us now. "Builders of Better Mills."

George J. Noth, Manager,  
No. 9 South Clinton St., Chicago, Ill.

**ELEVATOR AND MILL EQUIPMENT** at sacrifice prices.

1 No. 2 B. "Monitor" Double Flax Separators with Sieve Cleaners. Cap. 125 to 300 bu. \$210.00  
1 No. 169 "Eureka" Counterbalanced elevator Separator. Cap. 900 to 3,000 bu. 275.00  
1 No. 5 "Invincible" Dustless Warehouse Separator. Cap. 800 bu. per hour 220.00  
1 No. 6 "Invincible" Dustless Warehouse Separator. Cap. 1,000 bu. per hour 250.00  
1 No. 7 "Invincible" Dustless Warehouse Separator. Cap. 1,500 bu. per hr. 295.00  
1 No. 153 "Barnard & Leas" Perfected Whse. Separator, 120 to 400 bu. per hr. 120.00  
All above machines rebuilt and guaranteed for all practical use as GOOD AS NEW.

Shipped to responsible parties on 30 days time.

10 10-ft. lengths, 9" R. H. Conveyor, each, \$6.00.  
6 10-ft. lengths, 9" L. H. Conveyor, each \$6.00.

5 12-ft. lengths, 14" R. H. Conv., 3" pipe, \$14.00.  
4 12-ft. lengths 14" L. H. Conv., 3" pipe, \$14.00.

9 12-ft. lengths, 16" R. H. Conv., 3" pipe, \$16.00.

5 12-ft. lengths, 16" L. H. Conv., 3" pipe, \$16.00.

Used, guaranteed as good as new. Everything for Flour Mills, Feed Mills and Elevators.

B. F. Gump, Co.,  
431-437 So. Clinton St., Chicago.  
Established over 44 years.

## Make Your Business A Christmas Present

that will assist it to avoid the snares and pitfalls of new trade highways. Send it the convictions, suggestions and experiences of your brother grain dealers twice each month by subscribing to the

**GRAIN  
DEALERS JOURNAL**

315 So. La Salle St., Chicago, Ill.

*Gentlemen:*—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of Firm. ....

Capacity of Elevator Post Office. ....

.....bus. State. ....



## MACHINES FOR SALE.

1—Great Western Chain Conveyor and Feeder, minus chain, good as new. H. B. Campbell Welch, Okla.

**FOR SALE**—Complete machinery for 75-bbl. flour mill, practically new. L. R. McDaniell, 1048 W. 28th, Indianapolis, Ind.  
1—Iron split, loose pulley, 40"x10", 2 3/16" bore, new.

**FOR SALE** cheap, guaranteed good condition, one twenty-inch attrition mill, one twenty-inch burr mill, one cob crusher, elevating machinery, pulleys, hangers and belts. Lee T. Ward, Commercial Trust Bldg., Philadelphia, Pa.

**FOR SALE**—One Kelly-Duplex grinder No. 4 with bagger attachment; will grind ear corn; extra good condition, with extra set grinding plates. Cost about \$100, will sell about \$48, f. o. b. here. O. Gandy & Co., South Whitley, Ind.

### FOR SALE.

1 35-h. p. steam engine, good as new.  
1 35-h. p. Power Boiler, first class shape. 150 ft. chain with buckets attached, both in good shape.  
1 Cast Iron Boot with cog wheels for chain and buckets; also elvtr. head with cogs.  
1 Car Loader in good shape. Have put in gravity loading spout.  
1 Invinible Dustless double receiving cleaner, in good shape.  
1 B. & L. Corn sheller, and cleaner combined, good as new.  
Connell & Anderson Grain Co., Bentonville, Ind.

## STEAM ENGINES—BOILERS.

**BIG BARGAIN**—\$100.00. One 8x12 steam engine, less the governor. W. J. Tanner, Frankston, Texas.

**FOR SALE**—One W. T. Adams 50 h. p. automatic engine; one W. T. Adams 80 h. p. boiler; both in first class condition. Maury Milling Co., Mt. Pleasant, Tenn.

**FOR SALE**—One 16x42 Bates Corliss engine in perfect running order; has extra cylinder that has only been used about 3 months. Address Kershaw Oil Mill, Kershaw, S. C.

**FOR SALE**—Bates-Corliss engine, 18x42, 14 ft. fly wheel, 24" face, now in operation producing about 200 h.p. economically, also one D. C. Generator, 100 amp., 120 volts, 775 R. M. P., complete with switchboard, etc. Corsicana Cotton Mills, Corsicana, Texas.

## PARTNERS WANTED.

**YOU CAN SECURE** a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

**WANT** congenial partner with \$2,000 cash in fast growing grain business in Iowa town; excellent territory, profitable sidelines. Open for investigation. Write for further particulars. Address O, Box 10, Grain Dealers Journal, Chicago.

**I WANT** a partner to build a new elevator and small mill in connection; it takes 4 or 5 thousand dollars in the best part Central Nebr. Let me hear from you. Address A C, Box 10, Grain Dealers Journal, Chicago.

## WANTED.

**WANTED**—By a single millman with 15 years experience to buy an interest in a 25-bbl. Midget-Marvel mill, or will join party building new plant in town of not less than 1,000 inhabitants. Southeastern states preferred. Werner Klinger, Payette, Idaho.

**Give a Journal "Wanted—For Sale" ad something to do for you—it needn't be something easy.**

## ENGINES FOR SALE.

1—15 h. p. gas engine with gas and gasoline attachment, good as new. H. B. Campbell, Welch, Okla.

**FOR SALE**—One 10-h. p. gasoline engine, second hand; cheap. If interested, write W. D. Wilson & Co., Lapaz, Ind.

**FOR SALE** St. Marys oil, gasoline and gas engine, 50 h.p., good as new. Replaced by electric power. Will sell very cheap. The Cygnet Grain & Hay Co., Cygnet, O.

**FOR SALE**—Five, ten and twelve-horse power Gas or Gasoline Engine, all in A-1 running order; as good as new, at one-third cost. J. F. Schulz, 1810 Austin Av., Chicago, Ill.

**FOR SALE**—16 h. p. kerosene engine, one No. 8 Bowsher combination grinder with 8 ft. elevator, 50 ft. 3" rubber belting, counter shaft and pulleys; all new. Too large for my use. J. B. Kupps, Milladore, Wisconsin.

**FOR SALE**—40-h. p. Type "N" Fairbanks-Morse gasoline engine. Complete with friction clutch pulley, power water pump, 100 gal. gas tank, pipe and fittings. Putting in motors. Bargain. Baker Elevator & Mill Co., St. Francisville, Ill.

**FOR SALE**—One Temple Pump Co. 10 horse two cylinder gas engine, one Nordyke-Marmon plantation mill, one Bowsher No. 4, together with belts, line, shaft, pulley and hangers; machinery in good shape and will be sold for a quarter of its value, owner has retired. Address T. S. Spencer, Afton, Iowa.

### GAS ENGINES FOR SALE.

9 h. p. "Challenge" Portable.....\$175.00  
20 h. p. "Nash" Vertical 2 cylinder.. 290.00  
50 h. p. Olds Oil engine..... 900.00  
75 h. p. St. Marys Gas engine..... 700.00  
All in good shape.  
Independent Electric Machinery Co.  
Kansas City, Mo.

### GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.  
25 H. P. Columbus.  
25 H. P. Fairbanks-Morse.  
22 H. P. Fairbanks-Morse.  
15 H. P. Fairbanks-Morse.  
12 H. P. Fairbanks-Morse.  
6 H. P. Fairbanks-Morse.  
4 H. P. Fairbanks-Morse.  
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

## MACHINES WANTED.

**WANTED** to buy a second hand car puller, 3 to 5 car capacity. J. A. Gilles, St. Joseph, Ill.

**WANTED** to buy a second hand Midget Marvel mill, 12 or 25 bbl. Address Box 44, Pinegrove, Mont.

## SCALES FOR SALE.

1—150 bu. hopper scale in good condition, cheap.  
1 Wagoner scale, 8'x14' platform, in good condition.  
H. B. Campbell Welch, Okla.

**SECOND - HAND SCALES OF ANY** make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

## DYNAMOS—MOTORS

**WANTED**—Second-hand electric motor 60 cycle, A. C. 220-440 V., 3 phase, two to five horse power. State lowest price and condition of motor. Wm. Ringle & Co., Cambridge, Ill.

**DYNAMOS AND MOTOR BUYERS** are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamo—Motors" columns of the Grain Dealers Journal, Chicago.

## Directory Grass Seed Trade

### ATCHISON, KANS.

Manglesdorf Bros. & Co., The, wholesale seeds.

### BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.  
Simpson & Co., W. A., seed merchants.

### BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.  
McClinton & Co., wholesale, export & import.  
McCausland, Samuel, ryegrass and dogstall.

### BUFFALO, N. Y.

Craver-Dickinson Seed Co., field seeds.

### CHICAGO, ILL.

Dickinson Co., The Albert, seeds.  
Illinois Seed Co., The, grass and field seeds.  
Johnson, J. Oliver, seed merchant.

### CRAWFORDSVILLE, IND.

Crawfordsville Seed Co., seed merchants.

### EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

### FARIBAULT, MINN.

Farmers Seed & Nursery Co., seed merchants.

### GIBSON CITY, ILL.

Noble Bros., whlse, seed merchants.

### INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

### KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.  
Peppard Seed Co., J. G., wholesale seeds.  
Rudy-Patrick Seed Co., wholesale seeds.

### LAWRENCE, KANS.

Busch Seed Co., W. J., seeds and grain.

### LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.  
Lewis & Chambers, field seeds.  
Louisville Seed Co., clover & grasses.

### MACON, GA.

Georgia Seed Store, field and garden seeds.

### MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

Milwaukee Seed Co., wholesale seeds.

### MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.  
Minneapolis Seed Co., seed merchants.  
Northrup, King & Co., wholesale seeds.

### NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp. imprts.

### PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

### ST. LOUIS, MO.

Goldsmith & Co., Jacob, field seeds.  
Kaercher-Schisler, F. & G. S. Co., seed merchants.

### TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa.  
Hirsch, Henry, clover, alsike, timothy, alfalfa.  
The Toledo Field Seed Co., clover, timothy.

## SECOND-HAND BAGS AND BURLAP.

**FOR SALE**—About 2,000 second hand sacks. Sharp Bros., Healy, Kans.

**BURLAP BAGS OF EVERY KIND FOR SALE**; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet-ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid.  
WM. ROSS & CO., 409 N. Peoria St., Chicago

## FLOUR FOR SALE.

**MIXED CARS** of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.



## SEEDS FOR SALE—WANTED

## SEEDS WANTED.

POP CORN wanted. Stoecker Seed Co., Peoria, Ill.

MILLET WANTED—Hog and Early Fortune. P. L. Zimmermann Co., St. Louis, Mo.

WE WANT snap and shelled corn and alfalfa hay. Texas RRP oats and cow peas for sale. Reinhardt & Company, McKinney, Texas.

WE ARE in the market for a quantity of Sudan Grass Seed. Advise quantity you have and price. Robinson Bros., Lubbock, Tex.

## GRAIN FOR SALE.

WANTED—Malt sprouts, Brewers dried grains, Mill feeds, stock peas, millet, cane, kaffir, milo, wheat, corn, oats, hay, alfalfa meal and oat feed. Geo. W. Hill & Co., P. O. Box 295, Nashville, Tenn.

WE ARE operating a branch at Mobile, Ala., Post Office Box 868, with A. T. Kerr, as General Manager. We desire correspondence with responsible shippers of grain; will sell wholesale trade in car load lots. Lyle & Lyle, Huntsville, Ala.

## WINTER VETCH

NEW CROP MICHIGAN GROWN  
YOUNG-RANDOLPH SEED CO., Owosso Mich

## THE CRUMBAUGH - KUEHN CO.

TOLEDO, OHIO  
Samples, prices and our market letter upon request. Cash and futures.  
**CLOVER**  
ALSKE TIMOTHY ALFALFA

## HENRY HIRSCH

WHOLESALE FIELD SEEDS  
CLOVER—ALSKE—TIMOTHY—ALFALFA  
Our Specialty  
All Other Field Seeds  
TOLEDO - - OHIO

## THE W. A. SIMPSON CO.

BALTIMORE, MD.  
"CLOVER SEED"  
"SUNFLOWER," "D. E. RAPE" GRASSES  
Write us for prices—carloads or less.

## FIELD SEEDS

AND ONION SETS  
WE BUY—WE SELL  
HARDIN, HAMILTON & LEWMAN  
Louisville Kentucky

## CRAWFORDSVILLE SEED CO.

Crawfordsville, Ind.

CLOVER  
WANTED

Mail samples of identical lots

## SEEDS WANTED.

WANTED good rye, mail sample and quote best price your track. Seville Milling Co., Seville, Ohio.

WE ARE always in the market for cool and sweet corn, or will dry your corn in transit. Wadsworth Feed Co., Warren, O.

WANTED—Black amber, red top and orange cane seed of first class germination. Send samples and prices to Robt. Nicholson, Wholesale Seeds, Dallas, Tex.

WANTED—Sudan Grass Seed. Will buy car loads or less pure seed. State quantity you have and price wanted. Address Price, Box 8, Grain Dealers Journal, Chicago.

## CRABBS REYNOLDS TAYLOR CO.

Crawfordsville, Ind.

GRAIN  
CLOVER AND TIMOTHY SEEDS

Get in touch with us.

## LOUISVILLE SEED COMPANY

INCORPORATED  
LOUISVILLE, KY.  
Headquarters for  
RED TOP AND ORCHARD GRASS  
BUYERS AND SELLERS  
OF ALL VARIETIES FIELD SEEDS

## FARM SEEDS WANTED

We are in the market and prepared to pay cash for any quantity of Timothy, Clovers, Timothy and Clovers mixed, Millet and Sudan Grass—also other field seeds. Send us samples, description, state quantity you have and quote cash price per bushel f. o. b. your station. No lot too small nor too large. Address  
HYDE SEED FARMS, Pattonsburg, Mo.

## Milwaukee Seed Company

WHOLESALE SEEDS  
LONG DISTANCE TELEPHONE GRAND 672 and 673  
104-108 WEST WATER STREET

MILWAUKEE, WIS.  
Buyers and Sellers

Medium Mammoth Alsike,  
White Alfalfa, Timothy, Grasses,  
etc.

Mail Samples Ask for Prices

"The Live Clover House"

MINNEAPOLIS  
SEED  
CO.

DISTRIBUTORS



FIELD SEEDS

TIMOTHY and MILLET Our Specialties

## SEEDS FOR SALE.

TIMOTHY SEED, and Red Clover, car or less carlot. J. B. Leveille, Eyota, Minn.

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PERENNIAL Rye Grass, Italian Rye Grass and Crested Dogtail. Highest grades; re-cleaned and tested. C. I. F. U. S. Ports. Samples and offers on request. McClinton & Co., Belfast, Ireland.

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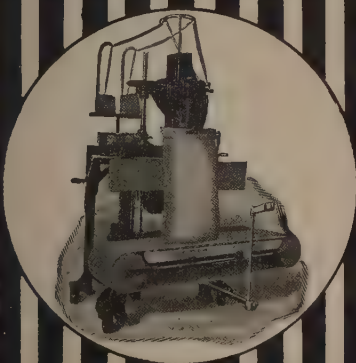
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Minneapolis

Chicago



# GRAIN DEALERS JOURNAL

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## THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms or for advertising a fake or a swindle.

## LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

## QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked-Answered" department. The service is free to all.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

## CHICAGO, NOVEMBER 25, 1916

GRAIN CARS will hereafter be loaded to three feet above the roof if the freight solicitors have their way about it.

DO NOT overlook the new rules governing the administration of the Grain Standards Act, which appear on page 849 of this number. They are designed, and no doubt will effect, a more efficient administration of the act.

THE PITLESS scale is so unreliable no grain dealer can afford to pay out good money based on its rough guess at the weight of the farmer's grain. What is more, farmers who know a good scale will always look with suspicion on weights obtained on a pitless scale.

SHIPPERS OF the western trunk line territory, in dealing with receivers in C. F. A. territory, must not overlook the difference in the carload minimums which will soon prevail in the two territories. The new C. F. A. minimums which were published on page 767 of the Journal for Nov. 10th will no doubt be adopted in the western territory eventually, but unless shippers keep the difference in mind, disputes and disappointments are sure to result.

COB BURNERS have been credited with causing the burning of so many country elevators, it is time some safer means should be adopted for disposing of the waste products of the corn sheller. Just at present corn cob ashes are said to have a high commercial value because of the potash they contain, so it would seem to be to the advantage of grain dealers operating cob burners to save their ashes and look about for a market for it.

INSPECTION FEES at some of the smaller terminal markets are not sufficient to defray the expense of the service, and where the local buyers have jointly contributed toward the expense of maintaining an up-to-date and efficient inspection department, they have sought to prevent those not contributing from enjoying the benefits of a service they do not support. Now this must be changed, in the inspection of corn, and the services of the official inspector be made available to all, in compliance with the new grain standards act, which does not permit discrimination. The same rule will apply to the other grains when the Federal Government has promulgated grades for their classification.

A SUIT filed against an Omaha elevator company on Nov. 11 is the aftermath of an accident said to have occurred in the company's plant two years ago. The plaintiff alleges that he sustained injuries for which he now asks \$25,000. The significance of this item is that it brings out strongly the value of casualty insurance to both the elevator owner and employee, the former being guaranteed against the possible payment of a huge sum of money, while the latter is assured of compensation without the need for an expensive suit. It is also a noteworthy fact that the plants protected with casualty insurance are those in which accidents seldom occur because both owners and workmen are kept posted as to proper safeguarding methods.

FIRES—The causes responsible for 21 elevator fires reported in this number are well known to all elevator owners and include sparks from passing locomotives, friction in cupolas, overheated exhaust pipe, generating of gas from leaking gasoline, incendiary, warming the engine cylinders with a torch near a leaky gasoline tank, spark from chimney falling into a corn shock adjacent to the elevator, and smoking. The added danger of fire from heating stoves must be dealt with from now on thruout the winter, and in consequence greater vigilance must be exercised by elevator operators everywhere. This is a good time to replace rusty, or worn out stove pipes, repair the chimneys, and above all to see that the water barrels thruout the house are filled with a solution of calcium chloride.

RAIN is damaging much small grain piled in the open at stations in Oregon, due to the warehousemen's inability to obtain cars. The grain buyers of the Pacific Coast states have suffered heavy losses upon several occasions during recent years when rain greatly damaged grain piled beside the warehouses. In view of the high cost of bags and the great cost of handling bagged grain into and out of cars, it would seem time the Pacific Coast abandoned its bag handling methods and adopted the bulk handling system in vogue in the east, which is less wasteful and permits of grain being handled at much less per bushel.

THE NEW DEMURRAGE charges which were scheduled to go into force Dec. 1st have been suspended until Mar. 31st. \$2 demurrage for the first day, \$3 for the second, \$4 for the third and \$5 for each succeeding day does not look good to the Interstate Commerce Commission. If the railroads are really desirous of increasing the earnings from their cars, they should charge one another as much as they charge shippers. This will encourage all roads to provide rolling stock commensurate with their own needs, and relieve them of the necessity of continually sponging off one another. It will also bring about a marked improvement in the routing of cars and thereby insure their prompter unloading. At present many cars are lost and delayed en route thru the blunders of careless clerks in the railroad offices.

THE NEW YORK Central believes it has the right and the authority to discriminate against wheat which does not originate upon its own line, so it has declared an embargo against wheat for export which did not originate on its own line or in the switching district at junction points. Many injustices will be perpetrated against grain shippers unless all are alert and study closely the true meaning of regulations ostensibly intended to facilitate the movement of grain traffic. It is not fair that any railroad should forbid the use of its transportation facilities to any part of the trade until the favored part has shipped all it desires and the congestion has been relieved. The shipping facilities of public utilities should be for all or for none. A limited embargo has no place in modern business. If the Atlantic terminals of the trunk lines have not sufficient elevator capacity to unload promptly all grain laden cars arriving, then it is up to the railroads to provide more elevator capacity, that all cars may be unloaded promptly. The would-be grain shippers of the proscribed districts should quickly see to it that the unjust limitation made by the latest embargo rule of the New York Central is lifted, to the end that discriminations of this character may be perpetually enjoined.



THE NEW federal wheat grades will make it necessary for every dealer to have a moisture tester as well as a tester kettle to determine the weight per measured bushel. Dry seasons may often result in a crop of wheat which can be handled without a moisture tester, but occasional tests will be necessary to train the sense of feeling.

THE RAILROAD trainmen who by threatening to strike last September, unless the 8-hour law was enacted, are now boasting that a general strike will be called Jan. 1st if the same law is not fully enforced. If the business of this country is to be conducted at the whim of labor leaders, then it is time the shippers of the land were interesting the labor leaders in business. The surrender of the powers of government to the railway trainmen may be considered extremely cowardly, but so long as the surrender stands it is up to the business public to take some steps which will prevent a strike and the general interference with business.

COUNTRY ELEVATOR men who entered into verbal contracts with farmers for their grain at low prices, have experienced the usual trouble in inducing the growers to live up to their contracts. The written contract, which states explicitly exactly what each party there-to agrees to do, permits the correction of any misunderstanding which may occur as a result of careless use of words before either party has been damaged. The written contract is far fairer to both parties than the verbal contract ever can be. Each year of advancing prices serves to convince a few more buyers of the folly of entering into verbal contracts for growers grain.

SALVAGE grain should always be given immediate attention the minute the fire has subsided sufficiently to permit the removal of any portion of the grain. In the case of an Illinois elevator fire recently, a large quantity of corn was burned before the salvage savers arrived on the scene. Had the owner of the grain proceeded to save as much as possible of it, just as tho it was not insured, he would have effected a material reduction in the fire loss and thereby reduced the cost of insurance to the policyholders of the mutuals carrying his risk. The old heresy that the property owner should not touch anything until the representatives of the insurance companies arrive on the scene should be banished and every effort made to save any part of the salvage which can be saved. In the case of salvage grain, all the extra help possible should be hired immediately and every effort made to remove and save the grain quickly, otherwise the fire loss may be unnecessarily and greatly increased.

SCOOPERS HAVE always delayed cars so long in loading that few roads will now heed their order for cars, even tho empties be obtainable. If all the railroads would refuse to spot a car for loading until grain in carload lots was in sight ready for loading, their rolling stock would earn more revenue and the scoopers would be less numerous.

THE HEAVY loads which the elevators of the winter wheat sections have been called upon to hold this fall have sprung and weakened many of them, and the walls of a few have burst out and permitted grain to run on the ground, causing much loss and expense to the elevator operator. If the original owners of these weakened houses had foreseen the stress to which each would have been subjected, no doubt they would have been more liberal with the contractor and permitted him to have enough money to build a better elevator. While many poor houses are the direct result of employing a barn builder, still competition and the unwillingness of the grain dealer to pay a fair price for a good house, forces many experienced elevator builders into erecting elevators that are a disgrace to them and a danger to the operator. The sooner country grain dealers insist upon having their plants erected according to complete plans and specifications of an accepted design, the sooner will they get better and safer elevators to operate.

THE THIRTY-TWO supervision districts for the administration of the U. S. Grain Standards Act, are clearly shown by the map published elsewhere in this number. It is expected that effective next Friday one or more Federal supervisors will be stationed at each of the cities selected as headquarters of the districts, for the supervision of corn grading by the licensed inspectors appointed under the Act. Shippers of grain should bear in mind that under the law they are forbidden to ship grain from or to an inspection point in interstate commerce without having it graded by a licensed inspector, if the federal grades are used. Grain may be shipped in interstate commerce between any points by sample or kind, without inspection. Grain shipped in interstate commerce between, from and to points not having licensed inspectors may be classed according to the federal grades but whoever does the grading owes it to himself to see to it that his grades are right. If frequently wrong and his grading is complained of to the Department, means will be adopted to prevent his further misleading of others by wrong grading. Until next summer the work of the supervising inspectors will be confined to the grading of corn. Thereafter, as federal grades are promulgated for the other grains the work of the supervisors will be extended to include those grains.

FORGED Bs/L caught three Winnipeg firms for about \$4,000 recently, and fortunately for the receivers, the man who tricked them was also caught and no doubt will be sent to prison for his crime. If the railroads would give out S/O Bs/L only when they have received the freight it represents, number each bill consecutively, and date it with their station dating stamp, just as they do a 10c passenger ticket, then the number of forgeries would be greatly reduced. The present method of distributing S/O Bs/L in blocks to whomever may call, without question, invites and encourages forgery of such bills.

SO MANY country elevator men have been forced temporarily to suspend business, because of their inability to obtain cars, that they are adopting many different means of caring for the grain until cars are obtainable. In Kansas they are boarding up their corn cribs and building new bins, while in Montana they are holding the grain in the farmers' wagons beside the elevator, and the owner of steel tanks or any portable structure suitable for storing grain is commanding a fabulous price for his scrap. The railroads are moving a wonderful amount of freight and making every effort to improve their service, but the fact remains that the business offered is greatly in excess of their facilities.

THE ACTION of the National Association of Railroad Commissioners at their conference in Washington last week in recommending that the act to regulate interstate commerce be amended so as to confer full power upon the Interstate Commerce Commission to establish rules and regulations with respect to the "exchange, interchange and return of equipment of the various carriers," meets with the full approval, not only of the shippers but also of many railroads. The Commission has spent much time recently investigating the car shortage, but it seems to be lacking in power to promulgate or enforce regulations designed to improve traffic conditions. The congestion thruout the land is causing heavy losses to merchants and is likely to cause much suffering to the people. The American Railway Ass'n, after an investigation of the car shortage, recognized that the per diem charged one railroad by another for cars was too small and they adopted a sliding scale of 45c to \$1.25 per day for each car, and increased the penalties for failure of carriers to return equipment promptly to the home lines. Shippers at several different meetings have expressed a willingness to pay a greater demurrage providing the railroads would also pay a greater per diem for cars detained off the tracks of owners. The situation is so bad and the conditions so threatening every means should be adopted to alleviate the situation promptly because the shortage of cars is rapidly becoming greater.



### Illinois Decision Brings Clean B/L a Step Nearer.

The decision of the Supreme Court of Illinois published on page 856 of this number of the Journal sustains the constitutionality of the Illinois law, which has been on the statute books for a quarter of a century but never enforced. It comes at an opportune time, as in the Pomerene Bill of Lading Law, enacted by Congress to go into effect Jan. 1 is a clause of similar purport, and this Illinois decision, in a way, clears up in advance, any question as to right of the shipper to demand that the grain he entrusts to the railroad company be weighed.

The Illinois law which has just been upheld by the highest court in the state, and the Pomerene Law, both seek to hold the carrier by giving him an opportunity to weigh the grain; or, failing or neglecting to do so, to accept the shipper's statement of the weight loaded.

Thus with the Illinois and the federal statutes enforced to the letter the grain shipper will be paid for the full amount he places in the car and can devote his time to more important matters than squabbling with the claim agents to keep them from beating him out of his dues.

### The Proposed Embargo.

A New York Congressman who is cock sure of his ability to get bills thru Congress is talking loud about a bill he is drafting to prohibit the exportation of breadstuffs. Such a law would quickly have the opposite effect on the farmer of that desired by the near-sighted congressman. The minute such a law was enacted, the wheat growers of the land would turn their acres to the production of grain which is not confined to the United States for a market and the price of wheat would soar higher than ever.

The lack of steamships to carry our grain abroad is retarding the movement materially, so that breadstuffs in excess of Europe's needs are not likely to be shipped out. If the railroads were able to transport all of the grain offered, and we had ships to carry it away quickly, Europe, in her eagerness to make sure of enough bread to feed her people until the new crop has been raised, might import much in excess of her actual needs. With the present congestion of shipping facilities, however, the export trade is retarded all along the line, and many country elevator men are temporarily out of business, because of their inability to take in any more grain.

The bakers are demanding an embargo principally because they experience difficulty in getting a higher price for their bread and many of them do not want the Allies to have the food. The American club women are demanding an embargo principally because they do not under-

stand the problem, and some misinformed people have convinced them that the country will soon be out of bread. This is far from the truth. If manufacturers of war munitions are to be permitted to take advantage of the high prices offered by the European market, then in fairness to the farmers and others now profiting by the strong European demand, all should be given an equal chance. If the United States consumer is not willing to pay as much for American wheat as the European, then it will be necessary for him to substitute rice or some cheaper food product.

Argentina is shipping both corn and wheat to the U. S. markets, notwithstanding that country is now threatened with the smallest crop in many years, and naturally the people of Argentina are talking export tax on grain, but there seems little prospect of anything being done along this line. The grain grower must be given the right to choose his markets or he will grow something else.

### Another Blow at the Wood Terminal.

Owners of grain stored in wood terminal elevators at Chicago are experiencing much difficulty in securing the needed amount of insurance to protect them against fire loss. Fires in wooden terminals have caused such heavy losses to many of the Board companies that they are not disposed to write a large amount of insurance on grain stored in such elevators. Then, too, the number of foreign companies known to be offering desirable insurance has been materially reduced, with the result that there is not enough fire insurance obtainable on the contents of many of the wood terminals at Chicago to keep the property insured to 85% of its market value.

The insurance companies naturally are willing to write a much larger line on grain stored in fireproof houses, but the old wooden houses are considered so hazardous that sellers of grain stored in them can not turn over the requisite insurance to make their delivery comply with the requirements of the trade. Hence, it is expected that some buyers may refuse to accept delivery next month or else enough of the grain will be taken from the wooden houses to the fireproof elevators to make it possible to obtain the insurance needed. The situation serves to warn the trade of the necessity for more fireproof storage in every terminal market. The old wooden houses are out of date.

SELLING GRAIN for early delivery is accompanied with unusual hazards, because of the fluctuating markets and the scarcity of cars. Some shippers are selling the December option and then shipping out their grain as they can get cars.

### New Federal Grades.

Interstate grain shippers shud keep in mind the new Federal Corn Grades published on pages 409-410 of the Journal for Sept. 10 will go into effect Dec. 1 and thereafter no other similar grades for corn can legally be used in interstate or foreign commerce. Federal grades for other grains and seeds shipped in interstate commerce will be promulgated by the Bureau of Grain Standardization next year and before they are finally adopted the trades directly interested will be given hearings. Grades for wheat and oats will first be considered. With the hope of assisting the trade to an early consideration of the problems to be met in the formulation of grades for wheat and oats Dr. J. W. T. Duvel of the Bureau has drafted the following questions:

- (1). Should the wheat and oat grades have a limitation as to moisture content? If so, what should the limits be or should the grade be fixed according to quality and the moisture content specified in each instance.
- (2). Should there be a set of standards for sulfured oats?
- (3). Should all classes of wheat be graded on a dockage basis as is now the practice in the hard spring wheat belt, that is the percentage of dockage (screenings) expressed in pounds per bushel, with a corresponding deduction from the total weight, the grade being determined on the clean wheat? Should the same conditions apply to oats, and in fact to all grains?
- (4). What disposition should be made of wheat and oats containing wild oats?
- (5). Should velvet chaff, bluestem, fife and Marquis all come within the same classification?
- (6). Should hard winter wheat of the Turkey type grown in Illinois be classified the same as Turkey wheat from Kansas, or should a new class be provided for this type of winter wheat?
- (7). How many grades of wheat should be in each class?
- (8). Should weight per bushel be a factor in the grading of both wheat and oats? If so, what should be the standards for the different grades?
- (9). Should smutty wheat be graded according to its quality and marked smutty, or should it be graded down?
- (10). Should a separate classification be maintained for wheat containing garlic, or should garlicky wheat be graded down?
- (11). How much frosted wheat should be allowed in the grades?

The members of the trade are sufficiently interested in the adoption of practical rules for grading wheat and oats to justify unlimited thought and study of the problems now confronting the rule makers. Suggestions will be most welcome NOW.

CASUALTIES—A fall from a plank upon which he was walking caused an elevator employe at Orleans, Ill., to roll down a grain chute, severe injury resulting. Dropping a bag of grain weighing 140 pounds, from a grain chute to the sidewalk at Baltimore, severely injured a man passing the plant when it struck him on the head. Raising the grain dump before his foot was clear of the opening badly crushed the ankle and foot of an operator at Craig, Neb. The sudden parting of a flywheel and engine, which was being started, caused the death of one of the best known grain men of Ohio.



## Transit Rates for All.

Minneapolis grain dealers are making a determined effort to secure the extension of the cleaning and transit privilege, so as to encourage the marketing of all kinds of grain in that city. The railroads centering at the great Flour City of the Northwest have long encouraged the marketing of wheat by granting that city both milling in transit and cleaning in transit rates. About the only reason given for their discriminating against other grains is that grain elevator operators have not persistently asked for the privilege.

It has long been recognized as impracticable for the country elevator to be equipped with the great variety of machines needed to clean, separate, scour, clip and dry all kinds of grain in order to place it in prime marketable condition, hence it is but natural that the terminal elevators have been equipped with every known device for improving grain, and the railroads centering at many of the terminals have recognized the advantage to themselves and to the grain trade at large in establishing transit privileges. Thru the influence of these transit rates, a market is provided for some grain which would never be loaded into cars

had the railroads not encouraged the terminal elevator men to equip their plants for improving all off-grade grain.

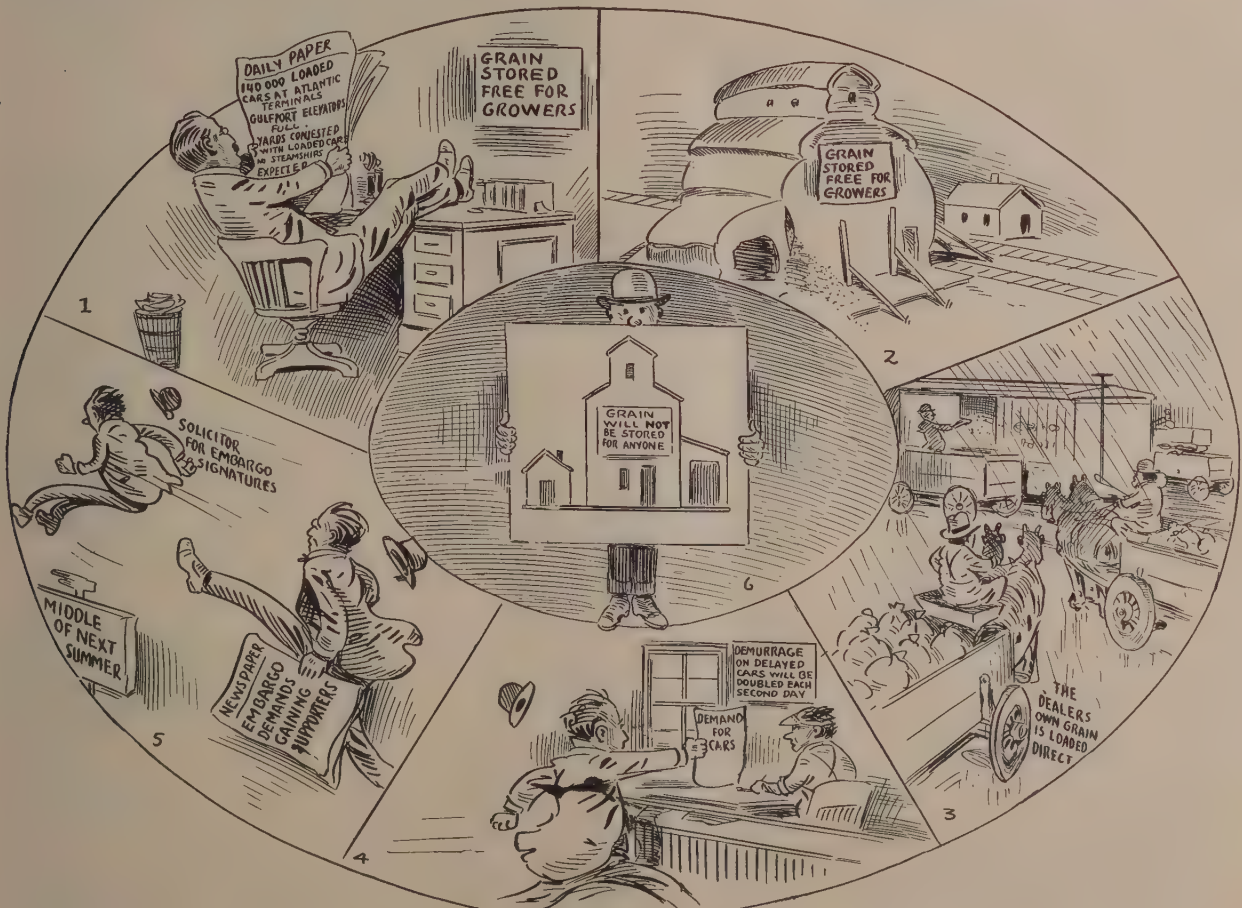
The railroads would have much more grain to haul if they would establish transit rates for cleaning, clipping, scouring and drying grain into every terminal or junction point where modern grain cleaning facilities are established.

The country grain elevator man is not to be discouraged in equipping his plant with a grain cleaner, as its use will often reduce its freight bill on the handling of a single crop more than the cost of its installation, and in addition he will obtain a much better grade on and price for the grain he ships, but every section generally has some grain which cannot be properly cleaned in the average country elevator. It needs to be sent to a modern hospital, in order to place it in marketable condition.

Equitable transit rates have invariably increased business for the carriers granting the rates and for the dealers of the market so favored, and there seems to be no reasonable objection to the establishment of transit rates for all grains to any market where the elevator men can be induced to install every known facility for improving damp, dirty and off-grade grain.

## Track Scales at Country Points.

Track scales at country points are not suited to the needs of grain shippers, because they are not dependable and can not easily be tested. If the property of the railroad, the scales would be used by all carlot shippers and facilitate shipments by growers. Railway trainmen abuse track scales so outrageously correct weights can not often be obtained upon them, even when inspected and repaired frequently. The elevator man would be much better off to equip his house with good shipping scales and then insist that the railroad company accept his weights or show where his scales are wrong. No grain shipper wants pay for grain not loaded into car but they do want pay for every bushel loaded. All grain shippers would willingly permit railroad companies to inspect scales and watch weighing. With house scales properly protected and cared for both shipper and carrier would have correct weights while with track scales neither would have dependable weights. Grain shippers need to know *exactly* how much grain they load into cars, hence can not afford to depend upon track scales supplied and maintained by the railroad. At the present high prices for grain track scales are entirely unsuited to weighing grain. If prices go much higher nothing but apothecary's scales will be tolerated.



Movies of a Free Storage Fiend.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Using Oil Power Satisfactorily.

*Grain Dealers Journal:* Last August we installed a 1½ h. p. oil engine, in which we burned distillate. We get just as much power out of distillate as we did out of kerosene or gasoline, and believe that grain dealers generally will find distillate just as satisfactory as gasoline.—Farmers Elvtr. Co., Curtis, Neb.

### A Special Nail Box for Elevator Men.

*Grain Dealers Journal:* One of our men has designed a handy nail box, to be used when coopering cars, that might be adopted elsewhere with comfort and convenience to other elevator workers. He has taken two elevator cups and a piece of heavy wire, bent in the form of an ellipse, placed the buckets back to back and placed the wire between the buckets so as to form a loop above the buckets for a handle. Then he bolted the buckets together. In cold weather, before coopering a car, he fills the buckets with nails and his hammer, places it on the stove until they are real warm, and thus keeps his hands warm while at work coopering the car. Trusting this suggestion may be of help to other elevator men, I am—A Reader, Harrison, Mont.

### I. C. Commission Has No Authority in "Natural Shrinkage" Case.

*Editor Grain Dealers Journal:* The question of natural shrinkage, or invisible loss, of grain has been discussed from almost every conceivable angle and perhaps there is little I may add to what has already been said. On the other hand, I may suggest something of value to others.

The Crouch case before the Interstate Commerce Commission is being watched with much interest by the grain men generally, and if the carriers are successful it will prove an interesting case to other lines of endeavor. The same line of argument to support "natural shrinkage" of grain would perhaps be available in contesting live-stock claims. Such a rule precludes the shipper from asserting his legal rights and takes property without due process of law. By reason of such rule there arises a conclusive presumption in favor of the carriers, and, no matter what degree of negligence such carrier is guilty of, it will avail the shipper nothing; no matter what the condition of the equipment a certain arbitrary amount of the loss must be assumed by shipper; he is even denied the legal right of contracting against such loss. Direct proof of negligence, absolute facts are disregarded and must give way to theory, circumstantial evidence and the general law of averages. To support carrier's theory there are experiments so foreign to everyday conditions as to convince no experienced grain shipper.

The rule the railroads are attempting to enforce simply provides that in case of

loss of grain in transit carrier will assume liability over and above a certain stipulated arbitrary amount. Without this rule in effect the carriers would unquestionably be legally liable for the entire amount of loss. Then it must necessarily follow that the rule amounts to nothing less than a limitation of liability because the carriers attempt to say that they are only liable for a certain per cent of the whole amount. The effect of the rule is to minimize their loss and reduce their liability, putting upon the shoulder of the grain shipper the burden of such loss.

That the carrier has a legal right to contract under certain conditions, limiting its liability, is not denied, but those conditions are lacking. If the shipper was given the choice between two rates, one predicated upon a limitation of liability, the carrier would unquestionably be within its legal rights in demanding such limitation where a shipper accepted the lower of the two rates under such conditions.

When a shipper has established the amount of grain loaded into a car and proves affirmatively that a less amount was delivered, he has established a prima facie case of loss.

"Proof of delivery of an interstate shipment to the initial carrier, and of failure to deliver the same to the consignee, raises a presumption of negligence so as to give rise to the liability imposed by the Carmack Amendment of Jan. 29th, 1906, to the Interstate Commerce Act of Feb. 4th, 1887, for loss or damage caused by it or any other carrier in the chain of transportation and cast upon it the burden of proving that the loss resulted from some cause for which such initial carrier was not responsible in law or contract." *G. H. & S. A. vs. United States Fidelity and Guaranty Co. vs. L. V. Wallace* (S. Ct. U. S.) 32-SC-205. See also *Omaha Grain Exchange vs. C. B. & Q. Ry.*, Fed.-1914; *Morris vs. M. St. P. & S. S. M. Ry.*, 141-NW-204.

The rule is hopelessly in conflict with this authority and to which might be added an unlimited number of decisions, either passing on the question directly or indirectly.

The Crouch case was not the first time the Commission had occasion to pass on such rules. In re: "Released Rates," 13-ICC-550, the Commission branded such practice as unlawful and mischievous, and it is well worth one's time to read this opinion, and it will undoubtedly prove interesting to those in the grain trade who have not read it.

In the report covering the Crouch case the following significant statement will be found: "As no testimony was adduced in support of the alleged violation of Sections 3 and 20 only the question of the reasonableness of the rule attacked is presented."

The Commission did not consider the legality of the rule because it was not presented to it, and if it had no doubt it would have been guided by the decisions of the courts, and possibly would have hesitated to sanction the rule on account of its legal status. Since the Crouch case has been re-opened it is reasonable to assume that this phase of the case will be ably presented and the point of jurisdiction be properly raised.

It has been developed that some carriers are depending upon the decisions of the United States Supreme Court in the case of *Loomis vs. Lehigh*, 240-US, to sustain the jurisdiction of the Commission. This would hardly be considered an analogous case because of the different circumstances and facts in the two cases and the different law prevailing. The *Loomis* case would fall under Section 3 of the Act and the various rules of the Commission and the Courts sustain the

jurisdiction of the Commission in such cases, while the loss-in-transit proposition is covered by Section 20 and the common law, where the uniform decision of courts and Commission has been the Commission has no jurisdiction to award reparation to cover loss and damage claims. One is paying for a service performed by a shipper, while the other is paying for a damage done—or tort. Public policy and law demands that all allowances, rebates, etc., be published and be uniform in order to prevent discrimination. The loss of grain is not an allowance or rebate in the sense here used, but is simply and clearly the payment for a damage done or loss sustained, cognizable only in a court of law, the only tribunal invested with power to give a complete remedy.—G. F. Williams, Traffic Manager, Darragh Company, Little Rock, Ark.

### Coopering Gondola Cars.

*Grain Dealers Journal:* Regarding the article on gondola cars used in the shipment of grain, after a temporary roof has been supplied, as described in the Journal for Nov. 10, the worst feature of these shipments was not brot out. This is the coopering. Each of the cars has two small hopper doors in the bottom, one at either end. Country shippers have been coopering the cars with grain doors similar to those used in box cars, laying the door across the opening at the bottom, and then piling grain on top of it. Upon arrival at the terminal market these doors cannot be removed as they are weighted down with grain. It is necessary before the grain can be unloaded to crawl under the car with a crowbar and break the grain door. My suggestion is that burlap and several thicknesses of paper be used instead of the wooden door, as this will save much time and labor in unloading.—E. O.

PER CAPITA CONSUMPTION of wheat last season is estimated by the Dept. of Agriculture at 6.55 bus., and the production at 6 bus., the deficiency being helped out by the 160,000,000 bus. carried over from 1915 crop.

ENGLAND AND WALES were reported by the International Institute of Agriculture, Nov. 21, to have produced 55,543,000 bus., or 82% of last year's crop, of wheat; and Italy 176,533,000 bus., or 103.5% of last year's crop. Total production of Spain, England, Wales, Ireland, Norway, Netherlands, Roumania, Russia in Europe, Switzerland, Canada, United States, India, Japan, Egypt and Tunis, 2,229,914,000 bus., or 72.4 per cent of the production of the same countries last year and 92.6 per cent of their five year average.

### Coming Conventions.

Jan. 23, 25.—Iowa Farmers Grain Dealers Ass'n at Sioux City, Ia.

## Our Callers

A. F. Schwiesow, Monee, Ill.  
Charles F. Schermerhorn, Oak Knoll, Fla.

C. A. McCotter, sec'y Grain Dealers Fire Ins. Co., Indianapolis, Ind.

I. C. King, repte. Grain Dealers Fire Ins. Co., Indianapolis, Ind.

V. E. Butler, director Grain Dealers Fire Ins. Co., Minneapolis, Minn.

David J. Price, engineer in charge grain dust explosion investigations, bureau of chemistry, Washington, D. C.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Salvage Grain.

*Grain Dealers Journal:* With whom should we communicate in regard to purchasing salvage grain left with the insurance companies after fires in the Southwest?—Katy Grain Co.

**Ans.**—Write to the secretary of any of the mutual companies specializing in flour mills and grain elevators. (See their advertisement inside back cover of Journal.) Some mills and elevators are also written by stock company fire insurance companies, most of whom can be reached thru the Board of Underwriters.

### What About Buckwheat?

*Grain Dealers Journal:* We would be pleased to know what is the latest information regarding the 1916 buckwheat crop.—N. C. Foster Lbr. Co., Fairchild, Wis.

**Ans.**—The November report of the Bureau of Crop Estimates gives the preliminary report on the buckwheat production for 1916 as 11,447,000 bus., against 15,769,000 bus. last year, and a 5-year average, 1910-1914, of 17,022,000 bus. The preliminary estimate of the yield this year was 14 bus. to the acre, against a 10-year average of 20 bus.

### Sheller and Grader.

*Grain Dealers Journal:* We have a small sheller and grader that we have used on sweet corn seed and in shelling some corn for hominy, but it is too small for our present needs. We have motors and would need a medium sized sheller, possibly four holes, which would not break the cobs. It should have a good grader attached, so that all corn can be graded according to size. We are anxious to get rid of the small kernels of the tips and butts of ears. Any light on this subject will be greatly appreciated by—Seed Corn.

### Natural Shrinkage in Kansas?

*Grain Dealers Journal:* On our claim for shortage in a car of wheat which moved from Scott City, Kan., to Gypsum City, Kan., wholly intrastate, the Missouri Pacific asks for a reduction to allow  $\frac{1}{4}$  of one per cent for natural shrinkage, citing us to Sec. 7103 of the general statutes of the state of Kansas providing for an allowance of  $\frac{1}{4}$  of 1 per cent.

The claim department of the Missouri Pacific was advised by the general attorney, W. P. Waggoner, to demand the  $\frac{1}{4}$  of one per cent. Our attorney advises us that this act and this provision is unconstitutional and the railroad has no right to deduct  $\frac{1}{4}$  of one per cent, citing the cases of Railway Co. v. Simonson, 64 Kansas 802, and Webber v. Railway Co., 69 Kansas 611, in which the supreme court considered the validity of the act as a whole.

We are at a loss what stand to take relative to this claim. It is not the amount involved, but the principle.—Salina Produce Co., Salina, Kan.

**Ans.** The cases cited are 14 years old. The question was decided in a later case, Nov. 8, 1913, M. W. Cardwell v. U. P. R. R. Co., 90 Kansas 707, the Supreme Court holding "The legislature having recognized the fact that wheat in transit will naturally shrink as much as one-fourth of one per cent of its total weight, no proof is required of this well-known fact."

This decision was given in a case where four cars of grain leaked from a few hundred pounds to as much as 60 bushels. In the lower court the shipper lost on the evidence and in the Supreme Court he lost on the law.

### Should Freight Be Deducted from Point of Origin?

*Grain Dealers Journal:* We bought a car of feed from a firm on the basis of freight allowed to Kansas City and gave instructions to ship same to a point in Kansas.

We figure that the party who sold us this feed should deduct freight from point of origin thru the milling point to Kansas City in order to make it on the basis of freight allowed to Kansas City, and then of course we would be obliged to pay freight from point of origin thru milling point to destination which we gave them.

The other party takes the position that they must only deduct the freight rate from the milling point to Kansas City and not take into consideration the point of origin.

We would like to know the opinion of the grain trade thru Asked-Answered column of the Journal on this kind of a proposition.—W. L. O'Daniel, pres. Independent Milling Co., Kingman, Kan.

### Oppose Natural Shrinkage Deduction.

*Grain Dealer Journal:* We have noticed that the Journal had much to say recently about deduction by the railroad companies for so-called natural shrinkage, and that there was a disposition on the part of shippers to oppose such deduction. Many of the railroads have issued tariffs to the effect that all claims would be reduced one-fourth of one per cent for natural shrinkage on corn.

As we handle a large quantity of corn, we are not disposed to accept that deduction if it can be avoided. Can you advise us if any steps have been taken, and if so what, to oppose this unjust scaling of claims? If there is any legal ground for opposing the deduction, please cite us to the authority.—Marco Mills, Pine Bluff, Ark.

**Ans.** Legal steps to oppose this scaling of claims have been taken by the A. E. Crouch Grain Co., of Temple, Tex., before the Interstate Commerce Commission, which case is still pending.

Wherever vigorously attacked before the commissions and in the courts this deduction has failed. The railroads do not exact it on Illinois and Nebraska state traffic, as the law in one state and the commission in the other forbid it.

In other states the shipper who stands out for the full amount of his claim without deduction for natural shrinkage can recover the full amount, eventually; as the laws do not authorize such petty larceny. If in fact a certain car load of grain did shrink in weight the railroad company could deduct the entire shrinkage; but this is a matter of proof in each case on each carload.

That there is any shrinkage at all is disputed; and if there were it would not be exactly  $\frac{1}{4}$  of one per cent on each car. It would be more in some cases and less in others, and in some cases the carload would show a gain in weight by absorption of moisture.

By no court and by no commission in the United States has this natural shrinkage deduction been approved. The tendency is all the other way, to hold the carrier ac-

countable for the full amount loaded into the car, as in the decision given last month by the Supreme Court of Illinois, reported on page 856 of this number of the Journal, and a year ago it was decided by the Nebraska district court that the deduction was unlawful.

### Who Is Entitled to Car?

*Grain Dealers Journal:* In answer to A. R. Uecker, asking in this column Nov. 10, to which party that 60,000 lb. capacity car belonged, I would state that in my opinion, under the existing railroad rules, as cars were needed equally bad by both dealers it would seem correct that the party who ordered his car first should receive that 60,000 lb. car in question.—S. A. Pritz, Cooperstown, N. D.

SPOT CORN at Buenos Aires is worth \$1.22½ per bus. of 56 lbs, at the gold value of Argentine paper and the prevailing rate of exchange.

THE BRITISH BLACKLIST will be continued, is the reply of that government to the American note. The British government insists upon its right to control British citizens.

A VALUABLE CARGO will leave Duluth soon for Lake Erie on the steamer Thomas Walters, which is loaded with 415,000 bus. of No. 1 flaxseed. The cargo sold for \$2.95 a bushel and is therefore valued at \$1,250,000.

THE AMERICAN MALT CORPORATION will pass out of existence and the American Malting Co. will be continued as its successor, if plans for the readjustment of the relations between the two companies are carried out. The plan will be submitted to stockholders.

THE AMERICAN steamship Ausable, arrived at Galveston, Nov. 22 from Buenos Aires with a cargo of 180,000 bus. of wheat. The cargo is consigned to a firm in Fort Worth, and is the first wheat from Argentina ever imported into the United States thru this port.

THE THUNDER BAY TERMINAL ELEVATOR at Port Arthur, Ont., unloaded for the account of the Canadian Elevator Co. Co. No. 34701, containing 126,520 lbs., or 2,108.40 bus. of No. 2 Northern wheat. This mammoth car was shipped from Hanley and would value in the vicinity of \$4,000.

ACREAGE in Great Britain lying in bare fallow increased 112,000 compared with last year, as stated by Lord Crawford, pres. of the British Board of Trade, caused by labor shortage. In a recent speech at Taunton he urged every farmer to plant the maximum area to wheat; but declared that the labor shortage was the stiffest proposition he had been up against.

THE FIRST FORMAL SPEECH delivered by President Woodrow Wilson since his reelection, was to the National Grange, at Washington, Nov. 14, from which we quote: "We ought to raise such big crops that circumstances like the present can never recur, when men can make as if the supply was so short that the middleman could charge for it what he pleased."

He assailed the middlemen and "roasted" the price booster. We plead guilty to the charge. We are price boosters and we are not ashamed of it. If President Wilson only knew what we were paying to our shippers in advance almost a dollar per bushel on corn, charging no interest and getting only  $\frac{1}{2}$ c per bushel (something very unusual in other big markets), he perhaps would favor a commission to help us.—Bert A. Boyd Grain Co.



## Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

### CANADA.

Winnipeg, Man., Nov. 11.—Total amount of wheat inspected to date amounted to 53,640,000 bus.; in store at country points 22,905,000 bus.; in transit not inspected 4,800,000 bus.; allowed for seed, feed and country mills, 35,000,000 bus.; in farmers hands to market 43,670,000 bus.; total wheat crop 116,345,000 bus.; amount yet to be inspected 71,375,000 bus.; compared with 108,226,900 bus. total amount inspected by Nov. 10, 1915; in store at country points 34,400,000 bus.; in transit not inspected 8,400,000 bus.; allowed for seed, feed and country mills 35,000,000 bus.; in farmers hands to market 121,203,100 bus.; total wheat crop 186,026,900 bus. Oats inspected to date 18,500,000 bus., and barley 3,900,000 bus.; compared with 16,000,000 bus. oats and 3,400,000 bus. barley by Nov. 6, 1915. —Frank O. Fowler, sec'y Northwest Grain Dealers Ass'n.

### ILLINOIS.

Martinton, Ill., Nov. 17.—Lots of oats still in farmers hands.—Farmers Martin-ton Elvtr. Co.

Agnew, Ill., Nov. 14.—New corn movement will be early and large.—Frank Hefebower, Sterling.

Sterling, Ill., Nov. 14.—No corn moving as yet; farmers will be husking until after Dec. 1.—Frank Hefebower.

Egan, Ill., Nov. 16.—Farmers generally keeping tight hold on oats, looking for further advance in price.—M. C. Simpson, agt. H. A. Hillmer Co.

Havana, Ill., Nov. 14.—Representatives report local farmers hanging on to wheat; one farmer sold 37 acres for \$1,650 for seed in Fulton County.—M.

Shawneetown, Ill., Nov. 11.—Corn in this section moving rapidly as price has been so much higher than average; farmers cannot stand to miss the fancy price of 82c at husking time.—Theo. Pelhank, mgr. Farmers Elvtr. Co.

### INDIANA.

Reedville sta. (Foundaintown p. o.), Ind., Nov. 13.—Corn in this territory about all husked; wheat bins very lean; at least 90% of last crop has passed out of farmers hands.—C. A. Anderson, agt. Patten & Zike.

### IOWA.

Williamsburg, Ia., Nov. 21.—Ear corn sold at public scales 5 miles west of here for \$1.00½ per bu. of 2½ cubic ft. crib measurement.—W. F. Harris.

### KANSAS.

Preston, Kan., Nov. 21.—About 5% crop in farmers hands.—Co-operative Grain & Mercantile Co.

Kingsdown, Kan., Nov. 24.—We have 100 cars of wheat in elvtr. which we can not move on account of car shortage; about 15% crop is still in farmers' hands, which would be marketed if we could handle it.—F. S. Rickner, mgr. Jennings Grain Co.

### MINNESOTA.

Ash Creek, Minn., Nov. 7.—First car of new corn was shipped from this station today.—N.

Simpson, Minn., Nov. 13.—Grain coming in faster than we can get cars to ship it out.—L. D. Harris.

Guckeen, Minn., Nov. 17.—Expect to ship good deal of corn; prices are high and farmers are selling.—T. F. Garry, agt. Independent Grain & Lumber Co.

Marshall, Minn., Nov. 18.—Farmers taking advantage of high prices and good roads and are marketing their grain.—N. H. Mongeau, agt. Northwestern Elvtr. Co.

### MONTANA.

Rudyard, Mont., Nov. 18.—Only about ¼ of crop on market from this section. We get about 2 cars each week and could use 2 cars a day; about 60 loads of grain in town now that can not unload. Railroad service is poor; carloads of grain stand on track for 4 or 5 days before the railroad moves them.—Emmitt Smith, mgr. Equity Co-operative Ass'n.

### NEBRASKA

Ralston, Neb., Nov. 14.—Grain movement slow at present; seems as if farmers are not satisfied with prevailing prices.—Ralston Elvtr. & Mfg. Co., per K.

### NORTH DAKOTA

Truro sta. (Lansford p. o.), N. D., Nov. 18.—Grain here all marketed.—Jas. Nelson, agt. St. Anthony & Dakota Elvtr. Co.

### OHIO

Kemp sta. (Delphos p. o.), O., Nov. 20.—Grain movement a little slow account car shortage; wheat, corn and oats come in daily and exchange for feed and coal.—J. B. Peters Elvtr.

### WISCONSIN.

Augusta, Wis., Nov. 18.—Rye about all marketed; farmers still holding oats.—G. W. Vanderburg.

Zanoni, Wis., Nov. 13.—Rye selling for good price; farmers have marketed about 75% of crop as they were afraid the price would go down.—H. D. White.

Elkhart Lake, Wis., Nov. 10.—High prices being paid for grain, nothing unusual in paying from \$110 to \$600 for single wagon load of barley, wheat and seed this fall.—Laun Bros.

Atwater, Wis., Nov. 11.—About ¼ of grain remains to be moved in this territory account car shortage; on account of corn shortage farmers are hurrying their hogs to market.—Gustav Beske.

## Grain Exports Heavy.

THE STEAMER FEISTEIN recently took 173,000 bus. of wheat from Portland, Me., for Belgium.

THE STEAMER HURST cleared from Boston recently with 340,000 bus. of oats for the French army.

THE STEAMER DALBLAIR cleared from Philadelphia for Savona recently with 349,574 bus. of oats. The steamer Mirjam recently took out 175,000 bus. of wheat for Larvik.

THE BRITISH STEAMER CLODMOOR cleared at Portland, Me., Nov. 6 for Dublin, Ireland, with a cargo of 204,577 bus. of wheat. She battled against a German submarine and escaped.

ON Nov. 1 there were rumors of 9 grain ships, besides the Clodmoor, to come to Portland, Me., during November to load for European ports, but no charters had been definitely announced at that time.

NINE STEAMERS operated by the Hudson Bay Co., which have been carrying grain out of Montreal during the summer were scheduled to come to Portland, Me., during November to load grain, they being all good sized boats. Peter Ferns, the well known Montreal stevedore, was in the city Oct. 30, and it was understood would have charge of the loading of the Hudson boats. The regular transatlantic liners will commence running at Portland the latter part of the month, and the outlook for the winter business is most encouraging.

## Farmers Scraping Their Bins.

Exports of wheat from July 1 to Nov. 1 were about 60,000,000 bus., against 82,000,000 for the corresponding months of 1915, a decrease of 27 per cent, as might be expected from a smaller crop.

The fact that the supply in second hands is 55,000,000 bus. larger than a year ago indicates a belief that prices will be higher, and is a measure of insurance against the scarcity that is expected. With characteristic improvidence the farmer this fall has been selling his wheat nearly as rapidly as last year, and perhaps the present figures would have been as big had the car shortage not prevented a heavier movement off the farm.

Farmers hold 342,000,000 bus., against 690,000,000 bus. on Nov. 1, 1915, a decrease of 348,000,000 bus. The 60,000,000 exported to date, and 80,000,000 to be used for seeding and an estimated normal consumption of 525,000,000 bus. to July 1, totals 665,000,000 bus., as reported by the *Trade Bulletin*, leaving only 108,000,000 bus. for exports and supplies on hand July 1, next year.

To find a similar year as to size of crop, for comparison, we must go back to 1911-12, when out of a crop of 621,000,000 bus. we had on hand July 1, 88,000,000 bus. If we are to have the same amount on hand next July we can export from Nov. 1 to July 1 only 20,000,000 bus. As the wheat is now going out at the rate of 5,000,000 bus. per week our exports after Jan. 1 must be cut down to a small dribble.

It will become impossible for the ship-owners to satisfy the British Government's edict that all vessels arriving in Britain must have grain as 50 per cent of their cargoes. If this war regulation continues in force it will be an artificial stimulus to exports leading to the tightest supply and demand situation ever experienced, at the close of the crop year next July.

Some relief thru the measures contemplated by the British Government compelling the people to eat whole wheat instead of white flour bread is expected. Another important source of supply, Australia, with a big surplus, will become available, as the government forces vessels into that trade.

THE NORWEGIAN STEAMER O. A. KNUDSEN sailed this month from Portland, Me., with grain. The Fernfield, which was scheduled to come to this port, left Newport, England, Oct. 23 and had not arrived on Nov. 7.

## Exports of Grain Weekly.

	Wheat.		Oats.	
	1916.	1915.	1916.	1915.
July 4, '14 to July 3, '15:	314,473,000	192,348,000	101,585,000	17,702,000
July 3, '15 to July 1, '16:	356,038,000	303,441,000	125,709,000	101,626,000
July 8: 7,071,000	1,890,000	2,570,000	2,410,000	
July 15: 7,963,000	2,049,000	4,299,000	2,529,000	
July 22: 8,327,000	1,548,000	3,411,000	2,680,000	
July 29: 8,891,000	3,809,000	3,065,000	1,946,000	
Aug. 5: 7,032,000	1,971,000	3,381,000	1,382,000	
Aug. 12: 5,782,000	3,841,000	4,403,000	697,000	
Aug. 19: 5,813,000	3,100,000	4,180,000	397,000	
Aug. 26: 7,316,000	4,302,000	3,447,000	290,000	
Sept. 3: 7,679,000	5,317,000	2,357,000	1,700,000	
Sept. 9: 8,641,000	4,788,000	1,640,000	761,000	
Sept. 16: 5,402,000	5,753,000	1,943,000	1,853,000	
Sept. 30: 7,760,000	7,487,000	917,000	1,853,000	
Oct. 7: 8,894,000	10,030,000	1,642,000	726,000	
Oct. 14: 8,314,000	8,764,000	2,025,000	2,827,000	
Oct. 21: 4,329,000	8,985,000	2,897,000	1,056,000	
Oct. 28: 4,478,000	9,744,000	1,782,000	1,814,000	
Nov. 4: 5,235,000	8,963,000	893,000	1,605,000	
Nov. 11: 4,481,000	10,490,000	1,241,000	1,035,000	
Nov. 18: 4,575,000	7,614,000	1,987,000	1,688,000	
Total	127,218,000	115,895,000	49,822,000	27,216,000



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### CANADA.

Winnipeg, Man., Nov. 11.—Estimated wheat acreage in Manitoba, Saskatchewan and Alberta 10,597,000 acres; yield, 15.1 bus.; total estimated yield 160,015,000; compared with acreage 12,540,000 acres; yield 24.5 bus.; total estimated yield 307,230,000 bus. for last year. Oats acreage 6,919,000 acres; yield 40.9 bus.; total estimated yield 282,987,000 bus.; compared with 6,621,000 acres; yield 51.2 bus.; total estimated yield 338,995,200 bus. for last year. Barley acreage 1,787,000 acres; yield 23.8 bus.; total estimated yield 42,530,000 bus.; compared with acreage 1,153,000 acres; yield 34 bus.; total estimated yield 39,202,000 bus.—Frank O. Fowler, sec'y Northwest Grain Dealers Ass'n.

### COLORADO.

Burlington, Colo., Nov. 13.—Four inches of snow fell yesterday, which will be a boon to our fall wheat; we are getting great deal of smutty wheat.—John Meyers, mgr. Equity Exchange Co.

### GEORGIA.

Albany, Ga., Nov. 13.—Grain and forage crops good in our territory this season; do not anticipate using our usual requirements next spring and summer.—Geo. J. Callaway, of Albany Grocery Co.

### ILLINOIS.

Martinton, Ill., Nov. 17.—Corn crop light; quality good.—Farmers Martinton Elvtr. Co.

Ridgefarm, Ill., Nov. 11.—Corn making 35 bus.; quality good.—J. C. Jones, of Farmers Elvtr. Co.

Newman, Ill., Nov. 24.—Corn about all out of fields; quality good; yield light.—Newman Grain Co.

Agnew, Ill., Nov. 14.—Have big crop corn; one grower has 3,000 bus. of new corn.—Frank Hefebower, Sterling.

Egan, Ill., Nov. 16.—Corn picking about ½ finished in this locality; yield will not exceed ½ usual crop; quality good.—M. C. Simpson, agt. H. A. Hillmer Co.

### INDIANA.

Reedville sta. (Fountaintown p. o.), Ind., Nov. 13.—Corn good quality; yield nearly 80% normal; growing wheat looks fair; acreage small.—C. A. Anderson, agt. Paten & Zike.

### KANSAS.

Preston, Kan., Nov. 21.—Short crop this year; averaging 7½ bus. per acre; acreage decreased 5% this year; planted late account fly; good stand; plenty moisture for present need.—Co-operative Grain & Mercantile Co.

### MINNESOTA.

Simpson, Minn., Nov. 13.—Barley, oats and rye light weight.—L. D. Harris.

Marshall, Minn., Nov. 18.—Wheat and oats were not very good; corn is averaging from 25 to 30 bus.—N. H. Mongeau, agt. Northwestern Elvtr. Co.

### NORTH DAKOTA.

Courtenay, N. D., Nov. 22.—Crops are very short in this neck of woods this year.—Farmers Co-operative Ass'n.

Truro sta. (Lansford p. o.), N. D., Nov. 18.—Crops were poorest ever.—Jas. Nelson, agt. St. Anthony & Dakota Elvtr. Co.

### WISCONSIN.

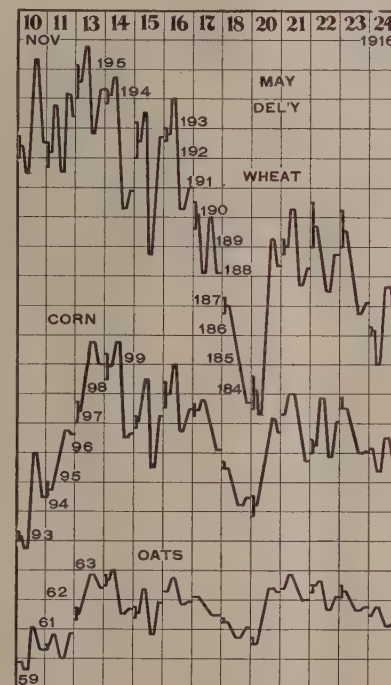
Zanoni, Wis., Nov. 13.—Rye crop not as heavy as usual in this vicinity account hard winter and poor growing season; corn was very light crop account severe drouth in July; oats crop light; spring wheat shrunk. About usual winter rye acreage sown this fall; looks good now to go into winter.—H. D. White.

A CARLOAD OF FLAXSEED represents a large sum of money these days. At Minneapolis recently the Northern Linseed Co. paid C. A. Malmquist \$4,628.29 for a car containing 1,470 bus.

ARGENTINE QUOTATIONS ARE UNDESIRABLE. Argentine has two retail grain markets. Trade in futures there is very limited. Their markets are very sensitive and fluctuate widely without much provocation. Crop Killers' Union has been busy there. Argentine is an enormous country new and difficult to secure reliable information from. Grain prices there have not been regarded as a fair index of conditions. Chicago has requested its members to refrain from sending out the Argentine quotations. They are regarded as misleading.—C. A. King & Co.

## Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for the past two weeks are given on the chart herewith.



## Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

		MAY WHEAT.											
		Nov. 10.	Nov. 11.	Nov. 13.	Nov. 14.	Nov. 15.	Nov. 16.	Nov. 17.	Nov. 18.	Nov. 20.	Nov. 21.	Nov. 22.	Nov. 23.
Chicago	.....	192½	193½	194½	190½	192½	191	188½	183½	188½	188½	187½	185½
Minneapolis	.....	198½	198½	198½	195½	197½	186	193½	189½	194½	194½	195	193½
Duluth	.....	197½	198½	198½	196½	197	185½	193½	188½	193½	194½	194½	193½
Omaha	.....	188½	189½	190	186½	187½	187	184½	179½	184	184½	184½	183½
St. Louis	.....	190	190½	191½	189	185½	188½	186½	182	186½	186½	187	185½
Kansas City	.....	187½	188½	189	185½	187½	186½	184½	179½	184½	184½	185	183
Milwaukee	.....	192½	193½	194½	190½	192½	190½	188½	183½	188½	188½	188½	187
Toledo	.....	191½	192	191½	197½	198½	197	194	189½	193½	193½	194½	192½
*Baltimore	.....	196½	197½	197½	195	197	195½	192½	188½	192½	191½	193½	190½
Winnipeg	.....	192½	193½	194½	192	192	191½	188½	184½	191½	191	192½	191½
		MAY CORN.											
Chicago	.....	94½	96½	99	96½	97½	97½	96½	94½	96½	95½	97	96
Kansas City	.....	91½	94½	96½	94½	95½	95½	94	92	94½	93½	94½	93½
St. Louis	.....	94½	96½	98½	96½	97½	97½	96½	94½	96½	96	97	96½
Omaha	.....	90½	92	95½	93½	92½	93½	91½	90½	92½	92	93	92½
*Nov. delivery.													

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

S. A. & A. P. 7059 passed thru Vermillion, Ill., Nov. 24, east-bound via Big Four, leaking corn badly.—E. P. Huston, of Rudy-Huston Grain Co.

L. V. 72743 passed thru Willshire, O., Nov. 23, leaking wheat. We repaired car while it was delayed here.—L. S. Brandon, mgr. Willshire Grain Co.

Hocking Valley 32109 passed thru Beaman, Ia., Nov. 20, on the C. N. & W., leaking yellow corn thru the floor near the door. Train crew were notified but made no repairs.—Beaman Elvtr. Co.

Hocking Valley 10143 passed thru Ryegate, Mont., Nov. 18, leaking wheat over drawbar. Could not make repairs.—Ryegate Elvtr. Co.

Mich. Cent. 45893 passed thru Motala sta. (Minden p. o.), Neb., Nov. 17, leaking grain badly at end. Train did not stop, so could not stop leak.—F. M. Saum, mgr. Motala Farmers Grain & Supply Co.

Southern 120168, Big Four 9006 and G. T. 25164, which were marked "New Corn, do not delay," were set out at Dawson, O., on Big Four siding, Nov. 11, and remained on siding until Nov. 17.—H. I. Staley.

C. I. & W. 12043 was seen in Decatur, Ill., yards, Nov. 13, leaking wheat badly at door.—J. M. Allen, sec'y Shellabarger Elvtr. Co.

Vandalia 7337 passed thru Clarkshill, Ind., Nov. 10, via Clover Leaf to Indianapolis, leaking corn at grain door, which was broken. I plugged the door with an old bag and think car will go thru O. K. Car was from the Davis Grain Co. at Michigantown.—C. E. Youart, mgr. Davis Grain Co., Clarkshill.

C. M. & P. S. 202286 was set out at Utica, S. D., Nov. 8, leaking wheat; door post broken off.—Ed Koenig, of Koenig Elvtr. Co.

C. H. & D. 48208 was set out at Utica, S. D., Nov. 8, leaking yellow corn; door post broken off.—Ed Koenig, of Koenig Elvtr. Co.

C. & E. I. 35865 in Colo. Ia., yards, Nov. 5, was leaking yellow shelled corn. Reported drawbar pulled out of car. About 8 or 10 bus. of corn lying along track.—K. R. Frazier & Co.

Soo 23208 passed thru Ambrose, N. D., Nov. 3, leaking badly on sides.—O. Ingmar Oleson, agt. Northland Elvtr. Co.



### Supervision Districts Announced.

Chas. J. Brand, Chief, Office of Markets and Rural Organization, Department of Agriculture, has made public a map showing the 32 districts into which the country has been divided to facilitate the handling of disputes and appeals under the new Grain Standards Act. These districts are shown on the map printed herewith, together with the city in each district, which will be made the headquarters of the U. S. Grain Supervisor.

Booklet No. 14 of Service and Regulatory Announcements goes into detail in designating the headquarters and boundaries of each district, and copies will be sent free of charge upon application to the Dep't of Agriculture at Washington.

Simultaneously with the distribution of the map by Mr. Brand, announcement was made by D. F. Houston, Sec'y Dep't of Agriculture, of a number of changes in the rules and regulations proposed for the enforcement of the Grain Standards Act. In addition to the rules previously published in the Journal it is proposed that where grain is inspected for loading out "no certificate of grade shall be issued if it appears that the hold, compartment or other inclosure in which the grain is loaded is in such condition as to lower the grade of the grain."

The rule requiring inspectors to post the names of owners of grain inspected has been changed so that the inspector may post the name of the person "for whom the service was performed or his agent."

The fee bill on appeals and disputes, it is provided, shall not, on bulk grain, exceed \$50 for any one inspection lot or parcel, nor shall the charge for drawing samples in such cases exceed \$25.

Besides these alterations two new rules have been added, as follows:

"Whenever, under the act and the rules and regulations prescribed pursuant thereto, inspection and grading of any grain by a licensed inspector is required, no person, otherwise entitled under the act and said rules and regulations to have such inspection and grading performed, shall be deprived of his right thereto by any rule, regulation, bylaw or custom of any market, board of trade, chamber of commerce, exchange, inspection department or similar organization, or by any contract, agreement or understanding whatsoever."

"No rule, regulation, bylaw or custom of any market, board of trade, chamber of commerce, exchange, inspection department or other similar organization, nor any contract, agreement or understanding shall be ground for refusing to hear and determine any appeal or dispute."

REMOVAL OF THE DUTY on wheat is favored by the Canadian Council of Agriculture, which met Nov. 24 at Regina, Sask.

YOUR DUTY to your own business demands that you mention your favorite trade journal when writing advertisers. It strives to be of real help to you and your acknowledgment of the service to the advertiser will convince him how best to reach your eye.

GRAIN SMUT EXPLOSIONS in threshing machines are prevented from doing damage by an invention of the Bureau of Chemistry of the U. S. Dept. of Agriculture. It is simply and cheaply constructed after working drawings supplied by the Department. The explosion of the dust generates heat, which immediately, as the temperature rises above 140 degrees, fuses a link and sets in operation a fire extinguisher, sprinkling water in the machine. Many tests have proved it an invariable success.

### Royal Commission's Rules for Grain Dealers.

H. D. Vigor, sec'y, of the Royal Commission on Wheat Supplies, Trafalgar House, Waterloo Place, London, S. W., has recently promulgated the following limitation of the rights of grain merchants in the United Kingdom:

Wheat imported by the Royal Commission on Wheat Supplies will be sold by the agents of the Commission in accordance with their usual trade practice, either c. i. f. or on credit or delivered terms, to customers who have previously bought from them on such terms and in such quantities as may be required by the buyer.

All c. i. f. sales will be at the prices fixed by the Commission, but a brokerage of 3d per quarter will be allowed where such sales are made thru a recognized intermediary whose business in the past has been that of a distributing merchant or broker.

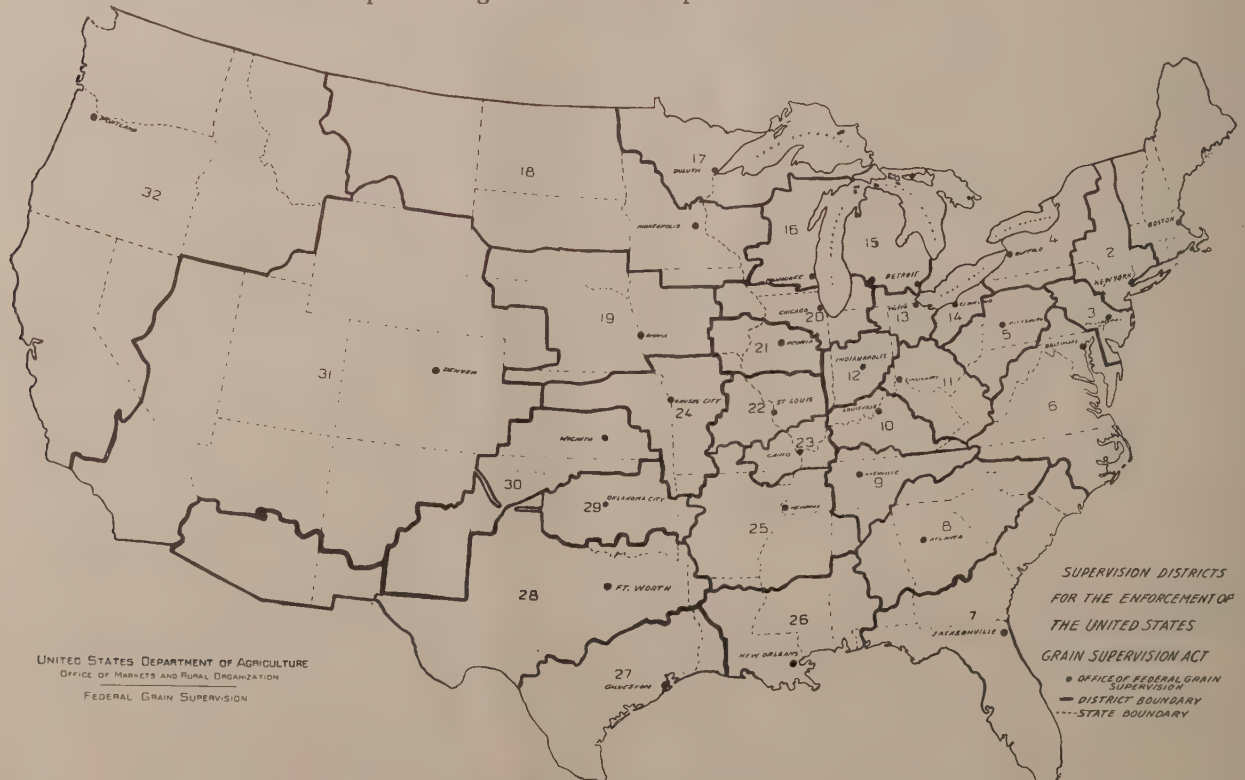
Every miller buying on c. i. f. terms will pay the price fixed by the Commission from time to time, and no brokerage or deduction may be allowed to millers.

No firm which receives a brokerage for acting as a distributing merchant or broker is permitted to buy on his own account or in the case of c. i. f. sales to make a profit beyond the brokerage.

A firm acting as a distributing merchant or broker is permitted to give credit or delivered terms, and to account to the Commission on c. i. f. basis. The allowance of such terms will be at the risk and for account of the distributing merchant or broker, and the price must not exceed the equivalent of the c. i. f. price after allowing for the special facilities given and the risks incurred.

Attention is particularly directed to the fact that it is not open to a firm appointed as an agent for the Commission to act as distributing merchant or broker, and it is, therefore, necessary for each firm, which has in the past been in the habit of doing business both as an importer and as a distributing merchant or broker to confine its operations for the present to acting either as an agent or to acting as a distributing merchant or broker as they may decide.

Map Showing U. S. Grain Supervision Districts.



Offices of Federal Grain Supervisor Represented by Heavy Black Dot; District Boundaries by Heavy Black Lines, and State Boundaries by Dotted Lines.



## War Affecting the Grain Trade.

FREIGHTS FROM ARGENTINA to Europe are 64 cents per bushel on wheat.

TWO MEATLESS DAYS a week were decided upon Nov. 22 by the French cabinet.

BARON KUERTHY has been appointed to the newly-created position of food dictator for Hungary.

TO PURCHASE GRAIN for England the Canadian government has placed \$30,000,000 with chartered banks.

THE STEAMER ROWANMORE from Baltimore Oct. 13 with 120,000 bus. wheat was sunk Oct. 25 by a German submarine.

THE GERMANS officially report having sunk 213 merchant vessels during the month of October, with a tonnage of 392,000 tons.

WHEAT FLOUR must be mixed with 30 per cent of other cereals under the new regulation of the British government, announced Nov. 17.

AN EMBARGO on exports of wheat and flour is favored by the Milwaukee Chamber of Commerce if investigation shows danger of actual shortage.

A LARGE BLOCK OF TONNAGE has been requisitioned and is now on its way to Australia for wheat, said Walter Runciman to Parliament Nov. 16.

THE BRITISH GOVERNMENT will place a ban on all fancy cakes and pastry and prohibit the sale of meat on certain days each week by shops or restaurants.

ALL PERSONS in the Kingdom cultivating more than 10 acres of potatoes have been ordered by the British Board of Trade to make a report of their potato stocks and contracts by Dec. 7.

THE ITALIAN GOVERNMENT freight rate on wheat from the Atlantic seaboard is 47½ cents a bushel. On grain bound for Switzerland by way of Marseilles or Cette the rate is 70½ cents.

THE CORN EXCHANGE BANK of New York announced Nov. 22 that it had made an advance of \$25,000,000 to the Wheat Export Company of Canada, a loan guaranteed by the British government.

MUNICIPAL AUTHORITIES of Berne, Switzerland, during the coming winter will supply all families with annual incomes of less than \$579 with potatoes and other foods at reduced prices.

THE GERMAN REGULATION for foodstuffs is said to be one egg per week, cost 10 cents; 8 ounces of meat per week, cost 40 cents; 4¼ lbs. bread per week, cost 19 cents, and 9 lbs. potatoes per week.

A RUSSIAN LETTER to the Gackle Grain Co., of Minneapolis, Minn., dated Sept. 10, was received recently stating that wheat at Weismuller, Samara, was selling at over \$2.25 in American money.

ALL FREIGHT ROOM on British liners and tramp steamers at Galveston was withdrawn Nov. 13 as the result of an admiralty order which practically requisitions all tonnage for grain and metals.

THE NORWEGIAN government has created a board of 15 members to replace the food commission existing since the outbreak of the war, the continued rise in the cost of food materials proving a serious matter.

THE FISH HOOK STORY has recently been revived in London cables reporting that Donald McMaster has submitted to the war office an allegation that in certain importations of oats for horses on the British front quantities of fish hooks have been found. Separation was effected by magnetic machinery.

MARINE INSURANCE underwriters in London are sad. The government wheat supplies commission sees no reason for bothering itself with taking out insurance on wheat and other grains imported, and contemplates assuming the risk itself.

BRITISH, French and Italian government buyers do not compete against one another for United States grain; but whenever a good selling movement starts they concentrate their buying heavily and take the wind out of the sails of the bears.

WALLACHIA, the part of Roumania falling under control of the Germans with the taking of Craiova Nov. 21, produced annually 100,000,000 bus. of wheat and 120,000,000 bus. of corn, a large surplus being exported each year. A year ago, before embarking in the war Roumania had sold great quantities of grain to both the English and the German governments, but no arrangements have been made for delivery.

ROUMANIA has been depended upon for wheat. In 1914-1915 England paid \$60,000,000 in advance for Roumanian wheat and never received a pound of the grain owing to lack of cars, the wheat rotting in the sacks on wharves and docks. I was there in February and March of 1915 trying to purchase grain for starving Poland. There were mountains of grain, but no cars to carry it.—E. P. Bicknell, director civilian work of American Red Cross, in an address at Chicago Nov. 20.

THE NEW ORLEANS BOARD OF TRADE has sent three long telegrams to the headquarters of the British Royal Grain Buying Commission at New York protesting against the order directing that grain bot in the North be shipped thru Norfolk instead of New Orleans, which amounts practically to an embargo, as the allied governments are the principal export buyers. From Norfolk to England the distance is less, ships being able to make three round trips in the time required for two round trips from New Orleans.

An order in council published in the Official Gazette at London Nov. 18 empowers the Board of Trade to requisition stocks of food on such terms as the Board of Trade may direct, the amount of compensation payable in default of an agreement as to price to be determined by a single arbitrator, who must take into consideration cost of production and a reasonable profit, but without necessarily considering in the market price. The provisions of the regulations give the Board of Trade very wide powers, even authorizing the Board to delegate its powers with respect to any particular article of commerce to any other government department.

THE NORTH AMERICAN EXPORT GRAIN ASS'N cabled the London (Requisitioning) Carriage of Foodstuffs Com'ite Oct. 21 as follows: "Our members complain continual requisitioning freight taken corn and feedstuffs we are asked to intervene unless assured requisitioning stopped business likely cease. How can our members obtain such assurance?" The Director of Transports of the Admiralty replied: It is not understood how uncertainty exists about the requisition of freight, as the amount of space required for Government purposes is now arranged between this Department's representative in the United States of America and the American agents of the lines about the middle of each month for the whole of the succeeding month, and this amount is only varied on rare occasions.

THE ALLIED WHEAT BUYING COM'ITE is working hard on a bear drive against the high price, gaining a decline of 12 cents in their middle of November raid. Some peace talk put on the ticker by the British Secretary of Foreign Affairs would be worth another 25 cents per bushel drop. A grapevine rumor will do as well, and give less encouragement to the enemy.

## Barton Millard Heads Omaha Exchange.

At the meeting of directors of the Omaha Grain Exchange Nov. 20, Barton Millard was made president of the Exchange for the next year. The honor was conferred upon Mr. Millard in recognition of his work for the Exchange as its first vice-president during the last year, and as second vice-president two years ago.

Mr. Millard has been engaged in the grain business at Omaha for nine years, and during all of that time has been an enthusiastic worker for a greater Omaha market. When it became necessary to erect a new building as the home of the Exchange, Mr. Millard was therefore made one of a com'ite of four to look after the details.

Mr. Millard began his grain career with Merriam and Holmquist, with which firm he received much valuable experience. When the partnership was dissolved Mr. Millard organized with Mr. Merriam the Merriam & Millard Co. Mr. Millard was born in Omaha, and is the youngest man to be honored with the presidency of the Omaha Grain Exchange. His many friends among the members of the exchange presented him with a huge bouquet of chrysanthemums on the day of his election, and these remained upon his sample table during the reception to Nebraska shippers on Tuesday. He is assured the loyal support of members because all have every confidence in him.



Barton Millard, Omaha, Neb., Pres. Grain Exchange.



**Big Meeting at Atchison.**

The Grain Dealers of N-E. Kansas and S-E. Nebraska and of other nearby terminal markets were entertained by the Atchison Board of Trade on the evening of Tuesday, Nov. 21st.

A meeting was held on the Exchange Floor of the Atchison Board of Trade at which papers of interest were read by Jas. Robinson of Potter, Kan. J. A. Gunnell, Secy. Missouri Grain Dealers Assn., and E. J. Smiley of the Kansas Ass'n. George B. Ross, Chief of the Kansas Grain Inspection Department, and E. L. Betton, Supervisor, were present and discussed the various grain grades with the dealers.

At 9 P. M. the guests adjourned to the Banquet Hall of the Masonic Temple where an elaborate dinner was served. W. S. Washer, president of the Atchison Board of Trade, acted as toastmaster.

Gov. W. J. Bailey, a local banker and a director of the Federal Reserve Bank, spoke to the dealers on "The Relation Between the Grain Man and the Banker." Governor Bailey laid particular stress on the fact that the banks are the great financial highways of the grain business and emphasized the care that should be taken in the drawing up of all bankable documents, such as warehouse receipts, bills of lading and all papers pertaining to the banking part of the grain trade. He insisted that back of these documents should be the highest type of personal integrity and responsibility, and stated that the bankers of Atchison would back the members of the Atchison Board of Trade to the limit. He paid a high tribute to the career of his friend, Major S. R. Washer, the dean of the grain trade of the west, who has been in the business since the steamboating days on the Missouri River.

W. B. Lathrop spoke for the Kansas City Board of Trade and J. M. Flynn, Secy., spoke for the St. Joseph Grain Exchange.

A pleasant surprise was the presence of Mr. A. W. Fraser, K. C., of Ottawa, Canada, who was the guest of the McDonald Milling Co. Mr. Fraser spoke most eloquently and beautifully on the resources of "Our Lady of the North" and urged the enlargement of mutual relations between the two great nations of North America.

The affair was conceded to be one of the most successful meetings ever held in Kansas and was a great compliment to the enterprise of the new Atchison Board of Trade which is making such wonderful growth.

**Fireproof Plant for Pueblo.**

The Pueblo Mill & Elevator Co., a subsidiary of the Colorado Mill & Elevator Co., Denver, has just completed its new flour mill and grain storage plant at Pueblo. Both mill and elevator are of fireproof construction and modern in every particular.

The flour mill is 36 feet wide by 64 feet long, with five stories above the basement. The total height above ground is 76 feet. It is equipped thruout with up-to-date milling machinery. The floor joists and floors are of heavy mill construction, while the main girders are reinforced concrete. Outside panels are of brick.

Reinforced concrete has been used in all parts of the elevator building. That part of the plant consists of a head house 20 feet wide, 36 feet long and 99 feet high. In connection with the head house are eight cylindrical concrete storage bins, each 18 feet in diameter by 84 feet high. Four interstice bins are also provided, the 12 bins giving the company storage space for 150,000 bus. of grain. Under the elevator is a basement with 7 feet head room, this basement extending under the entire elevator.

The elevator is equipped with two elevator legs and a Hall Signal Grain Distributor, a large capacity cleaner, dust collectors, blower, Caldwell Screw Conveyors between the elevator and mill, and a car puller in the basement. As the elevator will do very little shipping a track scale will be used for both incoming grain and what little will be shipped out. All equipment is the most modern obtainable.

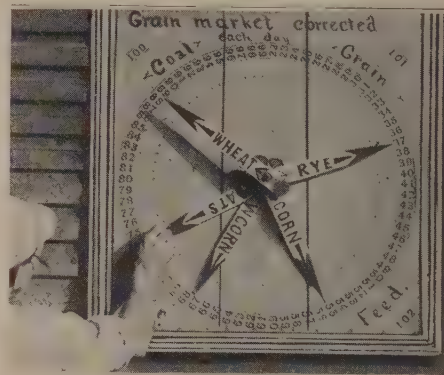
As shown by the illustration reproduced herewith, employees in the plant will have the maximum of light, the value of light in a flour mill being recognized by the Burrell Engineering & Construction Co., which designed and built the plant.

I DO NOT want to be without the Grain Dealers Journal.—N. H. Mongeau, agt. Northwestern Elvtr. Co., Marshall, Minn.

**Clocklike Price Dial.**

A grain dealer of Pennsylvania posts the prices of the various grains on a bulletin board 3 by 4 feet, on which is painted a large circle resembling the face of a clock, as shown in the engraving, for which we are indebted to *Popular Mechanics*.

Around the circumference are painted figures from 22 to 99, indicating cents per bushel. Pivoted to the center of the dial are five wooden hands, each of which



Grain Market Clock.

is labeled with the name of a grain. Each day the hands are swung around to point to the quotation of the day for each grain and are fastened into place by pins that penetrate thru the hands into the dial. The bulletin board is hung outside so that all passers-by and farmers driving by can see at a glance the prevailing prices.

A DIVIDEND of 12 cents a bushel has just been paid to the farmers of the wheat states of Australia by the Government Wheat Pool, the amount representing £1,679,000. A total of 11,791,000 bags of wheat has been shipped from Australia by the pool, and 8,600,000 bags have been sold in the Commonwealth. Stocks held by the shipping agents amount to 29,000,000 bags and millers have in storage 4,200,000 bags. The pool held 53,625,000 bags in all.

THE BRITISH BOARD OF TRADE on Nov. 25 made the following official announcement in London: "It has been reported to the board of trade that in consequence of the scarcity and high price of barley purchases of wheat have recently been made by brewers for use in their business. The board of trade has accordingly made an order the effect of which is to prohibit the use of wheat in the manufacture of beer and similar liquors. The order is effective next Monday."

COMBINING to enhance prices of necessities of life has been made an offense by the Canadian government. Penalties are \$5,000 fine or two years' imprisonment. Food, clothing, fuel, and materials for manufacture are all classed as necessities. The existing Canadian law against "combines" is strengthened. This law declared there should be no combining "unduly to enhance prices." The amendment drops the word "unduly." It is made an offense also hereafter to limit facilities for transportation, production, manufacturing, storage, and merchandising necessities of life, or to prevent or lessen competing in production, sale, or transportation. No person may accumulate or withhold from sale necessities beyond the amount reasonably obtained for the person or firms, household or business.



Grain Elevator and Mill of Pueblo Mill & Elevator Co., at Pueblo, Colo.



## River Grain at Omaha.

In these days of car shortage, demurrage problems and discrimination in the distribution of box cars, it is refreshing to note how some shippers of Decatur, Neb., and Sioux City, Ia., avoid these problems. Their method is shown in the illustration reproduced herewith.

River transportation has long been a factor of Omaha's grain trade, but until the recent organization of the Missouri River Navigation League it was more or less of a novelty in the grain trade. At present, however, large river barges, in tow of flat bottom steamers, are making profitable weekly trips between the points mentioned and Omaha. On the return trips the freight is largely canned goods or other household supplies, but down the river the boats are invariably loaded with sacked grain or live stock.

It is a common occurrence for boats to bring 4,000 or 5,000 bushels of grain into Omaha on a single trip. The fact that this grain is handled in bags makes the loading and unloading rather expensive, but this it is proposed to overcome with the installation of loading and unloading facilities for bulk grain. These will consist of mechanical conveyors so arranged that bulk grain can be loaded direct from the boats to Union Pacific Railway cars when desired. The conveyors will be of the screw type, with capacities of 2,000 bus. per hour, operated by 7½ h. p. electric motors. The boats and barges will be provided with 6,000 bu. capacity hopper bins.

The shipment shown herewith consists of 1,186 sacks of wheat and 640 sacks of shelled corn, originating at Glenco, Ia. As each sack contains approximately 2½ bus., the shipment weighs about 250,000 lbs. With the proper facilities for loading and unloading, more shippers of Iowa and Nebraska will avail themselves of

this inexpensive method of transportation as, for those who are in a position to use it, all of the customary transportation worries are eliminated and the so-called "natural shrinkage" dockage from short-age claims has not yet been heard of.

## No Contract, Minds Not Having Met.

The Frank Kelley Grain Co., of Remington, Ind., defendant, on Oct. 2, 1915, wrote E. L. Wellman, Grand Rapids, Mich., plaintiff: "If you are in the market for cool and sweet yellow corn you may take the matter up with us by wire."

After 'phone conversation plaintiff confirmed 10 cars "No. 3 yellow corn"; and Oct. 9 defendant wired "Your confirmation should be 'cool and sweet.'" Replying to the wire plaintiff wrote "There must be some error as we have not made any bid for cool and sweet corn for January shipment."

After further conversation and correspondence Mr. Wellman wrote Oct. 14: "We have decided to accept contract of cool and sweet corn, because of the misunderstanding, but with the understanding that you will not ship us any corn that is too damp to grind."

"We are cancelling all open trades with your firm today," was defendant's reply by wire Oct. 16.

Various wires and letters passed from plaintiff to defendant from this date, giving billing instructions, asking when shipments might be expected, etc., all of which were unanswered until Jan. 31, 1916, plaintiff wired defendant as follows:

"Today last day your contract Oct. 7. Do you wish extension or shall we buy in?" To which defendants answered by wire on Feb. 1:

"We have no open contracts with you

therefore nothing to buy in or extend. See telegram of Oct. 16." The plaintiff proceeded to buy 10,000 of No. 4 yellow corn with the loss as stated and made demand for settlement which was refused.

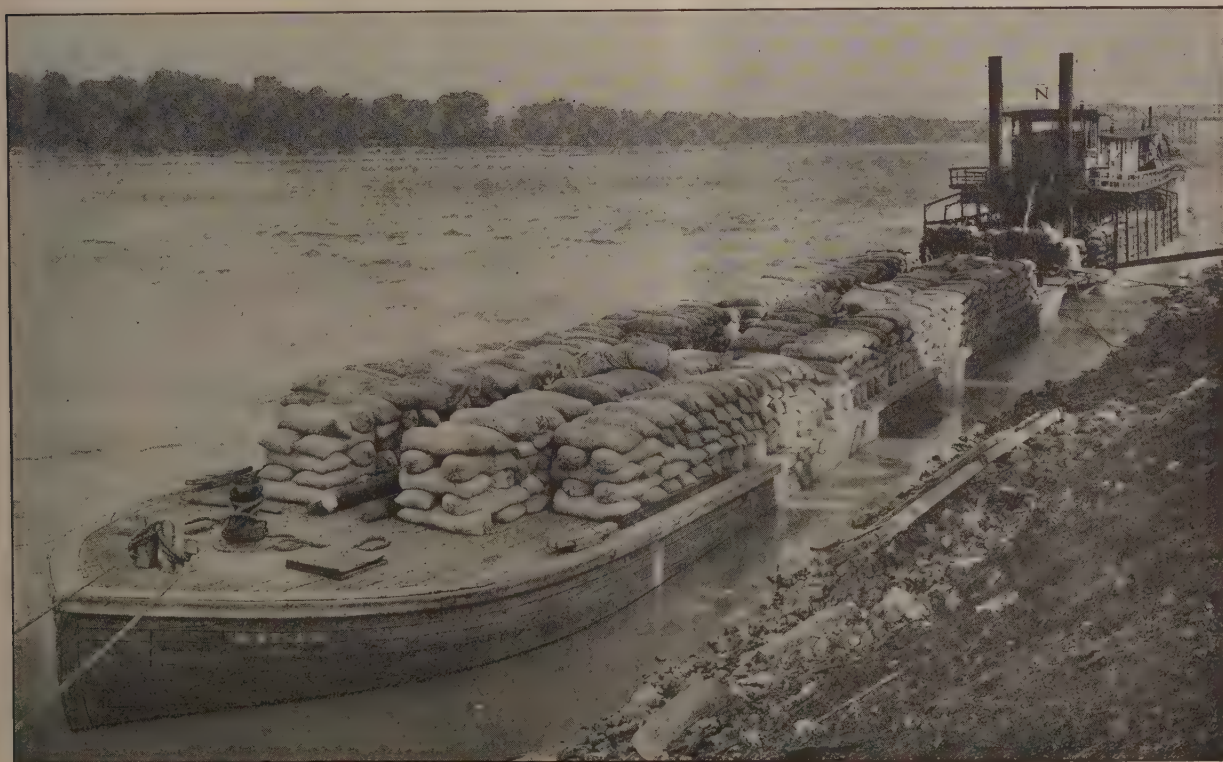
The Arbitration Com'te of the Grain Dealers National Ass'n, composed of D. I. Van Ness, Elmer Hutchinson and E. C. Eikenberry, on the foregoing evidence states that:

It is the opinion of the com'te that the evidence as introduced does not show that the minds of the parties ever met on the trade of 10,000 bus. of corn in question, therefore we find for the defendants and that the costs of arbitration be paid by the plaintiff.

THE MINNEAPOLIS Federal Reserve Bank has recently been supplying a good demand from country banks for funds needed by grain buyers to pay wheat growers, as on account of the high price more money is required to handle a smaller number of bushels.

DISSOLUTION of the Corn Products Refining Co. was ordered by Judge Hand in the Federal District Court at New York, Nov. 13, for having practiced unfair methods of competition. The monopoly is allowed 120 days to file a plan of separation into several parts.

THE LARGEST PART of the cargo of the Dutch steamer Bloomersdijk, destroyed by German submarines off the coast of Nantucket, consisted of 238,664 bus. of wheat and 5,510 bags of oil cake. The Bloomersdijk was worth about \$1,000,000 and was insured for half that amount. The grain cargo was not insured, cargoes consigned to the Netherlands government never being insured, as they are supposed to be safe. It is that Germany will pay indemnity to Holland for the destruction of the ship and cargo.



A Shipment of Grain from Glenco, Ia., via the Missouri River to Omaha.



## Elevator Observations.

BY TRAVELER.

**SAVING THE SALVAGE.**—Often more damage is done to grain by water than by the fire the water is intended to extinguish. If grain owners would use more discretion in the application of water and make a more determined effort to remove all wood from the grain, so as to check the fire, the salvage from every fire would be much greater than it is. I remember quite distinctly witnessing a fire at Prairie City, Ill., where much more damage was done to the grain stored in the house by water than by fire. The grain owner, instead of pulling the bin walls, which were burning, out of the grain, hired dull minded individuals to pump water onto his good grain until it all swelled up and spoiled.

In the case of the Erie Elevator at Buffalo, which contained 600,000 bus. of corn, the fire was extinguished so quickly that the salvage promised to be large. During the night following the fire, however, a strong wind arose and fanned the smoldering embers into a blaze, which prompted some thotless neighbor to turn in another alarm. The firemen were sleepy and tired from their day's labor, so simply passed the ends of their hose up over the bin walls and let the water run in on the corn all night long, with the result that the salvage was reduced fully 90 per cent and the loss was greatly increased.

If elevator owners would keep in mind the fact that water can do just as much damage to grain as fire, they would exercise more care in extinguishing fires and use water sparingly! When your fire comes, if you desire to minimize your own loss and that of the insurance companies, pull the wood away from the grain and dig out burning grain, or else apply water to it in small quantities, but by all means do not insist upon having ruins flooded.

**THE MODERN** terminal elevator is supposed to be about as near perfect in the mechanical handling of grain as it is possible to make it. Still improvements are being made that greatly facilitate the handling of grain and also reduce the cost. In the new Washburn-Crosby Elevator at Minneapolis, grain is dropped from cars into receiving sinks, from which it falls into the scale hoppers and then it is ready for elevation and can be spouted or conveyed direct to any bin or mill desired. The new Pennsylvania

Elevator at Baltimore will be equipped with mechanical facilities for dumping carloads of grain just as wagonloads have been dumped for years at country elevators, thus the cars will be released more promptly and the elevating machinery will be kept at work almost continuously.

**FIRES** in coal bins, especially where fine, soft coal is stored in poorly constructed or open bins that permit of the rain draining into the bin, are frequently started by spontaneous combustion, resulting from the heating of the finely packed coal dust. Such fires are more likely to occur in deep bins which are seldom emptied. In throwing coal in from cars and in shoveling it out into wagons, much of the coal is pulverized and removed only when the supply is exhausted. The manager of an elevator at Bee, Neb., traced a recent fire in his coal bin direct to a crack above the door in the roof of the bin, thru which the water drained from that part of the roof above the door. This seems logical and it should prompt all owners to exercise greater care in preventing water draining into coal. Last week I passed the coal house illustrated herewith, which altho it was intended primarily for coal, would give little protection. The rain could leak in on all sides and thru the roof. It would have been far more profitable for the dealer to have built a bin one-half the size and built it right than to put up this large, poorly constructed bin.

**HOLES** in the roofs of cars, as a means to facilitate the loading of box cars with grain may appeal to some of the dust eaters, but I cannot believe it necessary or practicable. The railroads of the country have several million box cars, and if all these cars were now provided with doors in the roof, some shippers would remonstrate and refuse to load their grain. While at Ordway, Colo., recently, I witnessed the loading of coal cars with sugar beets. If box cars had holes in their roofs, they also could be loaded with sugar beets from the high driveway and dump, constructed especially for dropping beets from farmers' wagons into cars. The elevator in the background is owned and operated by the Tiedemann Merc. Co., which like some other grain elevators at country stations, might be put out of business if box cars with holes in their roofs were of sufficient number to accomodate grain

growers who desired to drop their grain into cars and send it to the market for their own account. If all low elevators were equipped with power loaders, (and only a few thousand loaders would be needed to complete their equipment) there would be no demand for holes in the roofs of box cars. The expense of equipping 5,000 low grain elevators with power loaders would be about 2% of what it would cost the railroads to cut holes in the roofs of all their box cars. The saving to the grain man in the cost of power loaders would not be sufficient to justify him petitioning the railroads to cut in the doors. Why does he hesitate?

## Shipper Loading Cars with Embargoed Freight.

The Supreme Court of Wisconsin on Oct. 24, 1916, in the case of the C. & N-W. Ry. Co. v. Pulp Wood Co. decided against the railroad company which sought to collect \$711 demurrage.

On account of congestion at Appleton, Wis., the Wisconsin Central directed its agent to furnish no more cars for loading pulp wood consigned to Appleton. To evade this order G. Wilkinson at Mellen, Wis., ordered cars for loading with tanbark, but when furnished the 11 cars loaded them promptly with pulp wood. The Wisconsin Central demanded that Wilkinson unload the cars, and that if he did not do so the cars would stand where they were until the embargo was raised. When the embargo was raised, three months later, the Wisconsin Central hauled the cars to its connection with the C. & N-W., which paid the freight and demurrage, and undertook to deliver to the Pulp Wood Co., which company, however, had already served notice that it would not be liable for any demurrage and would not receive the cars if it was to be charged with demurrage.

In deciding in favor of the shipper the Supreme Court held that as the railroad company had not accepted the loaded cars for shipment prior to moving them the cars were not subject to a demurrage charge. The railroad company had a right to remove the pulp wood from the cars when Wilkinson refused to unload it.—159 N. W. Rep. 734.

**THE NEW DEMURRAGE RULES** of the carriers were opposed in recent resolutions adopted by the Ohio Millers Ass'n, declaring them unfair to the honestly inclined shipper.



A Leaky Coal Bin.

An Overhead Wagon Dump at Ordway, Colo.



## A Double Elevator at Indianapolis.

The Big Four Elevator, just completed at Indianapolis, Ind., marks the introduction of a new type of medium sized house in terminal markets. The plant, which might be termed a double house, has all the advantages in equipment and arrangement of two separate plants, under one roof. Two tracks serve the elevator, one on each side, and these can be used for loading or unloading. As two legs elevate the grain from each sink the speed with which unloading is accomplished is equal to that of many plants with far greater storage capacity.

The plant is divided into 14 bins. Five of these, including the four corner bins, are used exclusively for storage purposes.

The middle of the house is divided into three sections, the first of which is subdivided into two cleaning bins, the second provides two shipping bins and the third comprises four bins for cooling grain. Another part of the house is given over to four drier bins.

Every operation necessary to running the plant is localized to the first floor. Supt. H. C. Clark can weigh grain in or out, a carload at a time, over Fairbanks Twin Scales, the beams for which are near the middle of the floor. At his back, and within a few feet of the scale beams, are the switchboards controlling the electric power, and within easy reaching distance are the levers governing the flow of grain into or from any bin in the house. To his right is an Invincible Drier, with drier bins just above, while to his left is a 45-h. p. steel fan forcing currents of air upwards thru the cooling bins. A 3,000 bus. capacity Invincible cleaner is also located on this compact floor and that machine, together with a Western Scourer and Clipper, located in the basement, is also controlled by the man at the scales.

Above the scale hoppers are two garners, holding 2,500 bus. of grain each. From the shipping bins out grain is weighed, spouted to the sinks and then elevated for loading into cars. In grain is first elevated to the Western Distributor from which it is dropped into the garners and hoppers for weighing. Here the value of two legs both operating from a double sink is made clear. One carload of grain can be unloading into the sink while the carload which preceded it is being run from the scale into the other section of the sink for elevating and loading into bins. The two legs are thus elevating entirely different lots of grain from the same sink. This may be accomplished on either side of the house.

The elevator building is of wood and sheet iron construction. It rests upon a

reinforced concrete wall and four piers of reinforced concrete, each five feet square. The basement is divided into three parts.

The middle section of the three has been dug out to provide a 17 foot ceiling, giving ample room for the operation of the scourer and two immense car pullers. These heavy machines rest upon iron and concrete bases, designed and poured by Mr. Clark. One of the two remaining sections of the basement will be used as a storage bin for feed or screenings, and the opposite space is a store-room, also housing a 25 h. p. motor for the car puller, scourer and cooling fan.

The spouting is so arranged that if off-grade grain is received on either side of the elevator it can be spouted from the elevator head to the cleaner bins and thence to the cleaner or on down to the scourer. This is done before or after weighing as the owner of the grain may direct. After cleaning it can be re-elevated into any bin desired. That grain which may require only drying will be handled in the same way, except that it will be run thru the Invincible Drier instead of the other machines, and then returned for weighing, spouting to a storage bin, or loading direct to a car. But much grain will be received at Indianapolis, especially corn at this time of the year, which needs only a little conditioning as it contains no dirt. That grain will be run into the cooling bins and the blast turned on from below. The 45 h. p. fan under the bins is assisted by a smaller capacity fan above the bins; the air from the combined fans is so powerful that it will blow a newspaper placed on the bottom of the bin up thru hundreds of bushels of grain in a very few moments. The same bins are utilized for grain which has been run thru the scourer and the drier, placing it in prime condition for storing. The installation of the cooling bins and the fans mentioned was under the supervision of Charles Van Meter, an expert employed by the builders to do this work exclusively and he tested the device many times before giving it his approval.

General Electric Motors of 110 h. p. supply power for operation of all machinery, each piece of equipment having its own motor, and transmission being by endless leather belting. A large capacity steam boiler, housed within a brick boiler room adjacent to the elevator, furnishes steam for the drier while the exhaust steam heats the premises.

The owners of the Big Four Elevator fully realize the loss incident to a property which is susceptible to the elements, and the plant has therefore been made as

waterproof as is humanly possible. To obtain this result it was necessary to lay a sewer three-fourths of a mile, where it is joined with one of the city's mains. Tile was used in the construction of this drain, and it was given a pitch of 1½ inches to every fifteen feet for the entire distance.

Every precaution has been taken to reduce the fire hazards of the plant to a minimum. A two-inch steel fire line has been run to the top of the elevator, with hose connections at every floor, and gongs, speaking tubes and telefones connect the Superintendent's office with every part of the plant. This gives the owners the lowest obtainable rate on grain, and this advantage will be passed on to parties for whom grain is stored.

Additional storage in the form of concrete bins of approximately 100,000 bus. capacity will be added this fall and early next spring. These will be erected in units of eight, six cylindrical and two interstices, and work on the first unit will be started immediately. A row of coal sheds and a smaller elevator for handling wagon receipts will also be constructed in the near future, giving the owners, the H. E. Kinney Grain Co., and the Urmston Grain Co., a plant which combines all of the terminal elevator facilities and the equipment of a first class country house.

The plant was designed and built by the Reliance Construction Co., and is equipped thruout with Union Iron Works machinery. The illustration reproduced herewith shows the plant as it will appear when the first unit of tanks is completed.

## Shipping Order Must Note Milling In Transit.

W. F. McCullough, Wichita, Kan., shipped several cars of wheat from Kansas points over the Missouri Pacific to Monticello, Ind., directing that shipment be made to Chicago, and from there to destination by the Panhandle Route, the tariff of the latter allowing a transit privilege worth 5½ cents per 100 lbs. on grain originating west of Chicago.

By admitted mistake of the Mo. Pac. the grain was not delivered thru Chicago, but thru Logansport, Ind., to the Pan Handle, and the tariff did not allow the transit privilege on grain so received.

McCullough paid the miller the difference and brot suit against the Mo. Pac. and got judgment for \$652.86; but the Supreme Court of Kansas on Oct. 7, 1916, reversed this decision, holding that McCullough was not entitled to the transit privilege nor to damages based thereon for the reason he had not complied with the tariff, paragraph 2 of which provided "Shippers must note on their shipping orders 'for milling or malting purposes' and the billing agent must make a like notation on his waybills and B/L."

The shipping order and the B/L contained no such notation and the wheat was consigned to the shipper's order. The court said: If (as we have concluded) the privilege of milling in transit was available only where the words "For Milling or Malting Purposes" had been noted upon the shipping orders and Bs/L, the absence of such notation was of course destructive of the right in the present case, for the carrier could allow no advantage to the shipper except in accordance with the published tariff, and the plaintiff therefore suffered no injury from the misrouting of his shipments.—160 Pac. Rep. 214.



The Big Four Double Elevator at Indianapolis, Ind.



## Seeds

SIMPSON, MINN., Nov. 13.—Very little timothy seed moving.—L. D. Harris.

ZANONI, WIS., Nov. 13.—Clover seed was a failure here this year.—H. D. White.

LENA, WIS.—We expect to install a new seed cleaner in our elevators next season.—J. N. Bassett.

TREVOR, WIS.—Have fairly good crop of clover seed and there will be some for sale.—W. M. Curtis.

THE EMPIRE SEED CO. has been organized at Schenectady, N. Y., with \$5,000 capital stock, by H. E. Stevens and others.

CARTHAGE, MO.—The Tucker Seed House is remodeling a brick building and will put in seed cleaning and handling machinery.

LYONS, IA.—August Becker's large warehouse was burned Nov. 11, destroying seed and a cleaning machine. Loss, \$5,000; partly insured.

PEORIA, ILL.—The timothy and clover seed is in the country, but farmers are holding for higher prices. Not enough for home consumption.—Stoecker Seed Co.

IF DECEMBER LIQUIDATION causes a depression in the price of clover seed it may be a good time to buy. It certainly will be if foreigners renew their buying.—C. A. King & Co.

COLLECTORS of the customs have recently been sent copies of the act amended Aug. 11, 1916, designed to prohibit the importation of impure grass seeds, with a view to its rigid enforcement.

LENA, WIS., Nov. 10.—Red clover seed is fair crop here this season; paying from 14 to 15c a lb. for it. Peas were only about half usual crop; are bringing good prices. Scotch peas are scarce here.—J. N. Bassett.

J. OLIVER JOHNSON has removed to his new seed house at 1809 Milwaukee av., Chicago, a brick building 66x101 ft., and two stories high, which will be equipped with cleaning machinery. A specialty will be lawn seed.

I. L. RADWANER, New York, has advices from Edinburgh, Scotland, that the orchard grass seed grown in Denmark has been prohibited for export, so that there will be no more cheap Danish orchard grass seed coming to this country.

LAWRENCE, KAN.—Field seeds are in good demand. The highest grades of alfalfa seed has been sold by farmers; what little is left will be held for high prices. Medium and low grades are in fair supply. The general outlook this season is good.—Barteldes Seed Co.

A SAMPLE of Manchurian kafir was exhibited Nov. 17 on the Kansas City Board of Trade by F. M. Corbin, who had been offered 1,000 tons of it by a Pacific Coast importer at \$2.25 laid down in Kansas City. The seed presented a good appearance and was suitable for mixing with red kafir or milo.

A FIRE that did \$500,000 damage in the Midway district of St. Paul, Minn., Nov. 6, started in a shed owned by the Albert Dickinson Co. at noon and was swept by the wind across the dry grass into a lumber yard. The loss to the Albert Dickinson Co. was less than \$2,000 on the farm house and barn.

COW PEAS thrive under the shelter of other plants and consequently are mostly planted in cornfields when the corn crop is being laid by. The cow peas grow quick and smother such useless plants as pursley, amaranth, ragweed, mallow, vervain, erigeron, stramonium and cockle burr.—Chas. E. Prunty.

C. C. GEORGESEN, commissioner of agriculture for Alaska, arrived at Seattle, Wash., recently and announced that a handful of yellow flowered alfalfa seed introduced from Siberia had survived the winter at Rampart station in latitude 65 degrees 30 minutes north. The quart of seed harvested will be carefully sown to increase the quantity available.

WINNIPEG, MAN., Nov. 11.—Total estimated flaxseed acreage, 643,000 acres; yield, 10 bus.; total estimated yield 6,430,000 bus.; compared with estimated acreage 520,000 acres; yield, 8.2 bus.; total estimated yield, 4,264,000 bus. for last year. Amount inspected to date is 1,050,000 bus.; compared with 400,000 by Nov. 6, 1915.—Frank O. Fowler, secy' Northwest Grain Dealers Ass'n.

CANE AND MILLET seed are likely to be in better demand this season, on account of the shortage in kafir. At Kansas City amber and orange cane are quoted at \$2.10 to \$2.50 and sales are alleged to have been made as high as \$2.75. On Nov. 22, at Kansas City, the receipts of kafir, feterita and milo maize were but one car, a week earlier not a single car, against 24 cars the corresponding day a year ago.

A CLOVER SEED DRIER is being constructed by W. C. McKeown, an inventor of Twin Falls, Idaho. Experiment showed the original model to be a success, and the new machine will have double the capacity, as there is on hand to be treated 50,000 lbs. of seed caked by honey dew. The caked seed is first washed with hot water in a big washer, identically like that used in washing clothes in a steam laundry. From here the seed is transferred to an extractor, a big steel perforated bowl, revolving at the rate of 1,200 revolutions per minute. In the extractor the separation from the honey dew and a certain amount of drying takes place, all water being forced out and the seed left, just damp. The next part in the process is the important one, and required the inventive genius of the proprietors. This is the drier, a big sieve-like affair, which automatically shakes forward and backward, keeping the seed in constant motion, and at the same time a big fan underneath blows hot air upward through it. With a capacity of at least two bushels per hour, the new plant will be kept in operation 24 hours per day, two shifts being employed. Its construction has been approved by practically all of the seed buyers in this section and Deputy State Seed Inspector Faucett.

### From the Seed Trade.

SPOKANE, WASH.—There is little surplus of clovers in this section and no blue grass or alfalfa. We have a good crop of timothy, but at present market prices, farmers are not willing to dispose of their crop.—Spokane Seed Co.

LYNCHBURG, VA.—Thruout this section, there is no seed saved. The farmers are dependent upon the west for all seeds. There was considerably more acreage put out in alfalfa and timothy this year. The farmers have failed so often with clover that a good many are leaving it off entirely, and the acreage is less.—Lynchburg Seed Co.

BRANDON, CANADA.—Timothy is produced largely in Alberta and likewise alfalfa, but the crop of the latter this year we understand is practically a failure. Clovers and blue grass are produced in the eastern provinces.—A. E. McKenzie Co., Ltd.

FARIBAUT, MINN.—According to all indications there will be an increase of at least 25% in the acreage of clover and timothy in this section. This is probably due to the fact that we have had several favorable wet seasons in succession so that the most perfect stands of clover and timothy were obtained. So far, the acreage sown to alfalfa is but limited, due to the fact that the harvesting of clover hay does not fit in well with general farming. At the present high prices for clover, 15c per lb., the farmer is not very apt to carry much, if any, clover seed over to the next season.—Farmer Seed & Nursery Co.

LOUISVILLE, KY.—We think that a normal acreage of blue grass will be planted. We are satisfied that a larger acreage will be put into orchard grass than the past year, as prices were exceedingly good this season, and this will encourage growers to plant a larger acreage. Clover seed, alsike and alfalfa are used thru this section, to either fertilize with or for pasture. We expect that more seed of these varieties will be sown this year than ever before. Seeding during the fall was limited on account of the extreme dry season, and for this reason, more seed for pasture and fertilization will be required. Our orders for Jan. 1st to 15th shipment have been unusually large, and this additionally is a good indication that our view of the spring business is the correct one.—Louisville Seed Co.

DALLAS, TEX.—Crops of all kinds of seeds are very scarce in Texas this year on account of the extremely dry weather we had during the summer. There was practically no cane, white kafir corn or feterita raised. There will be limited quantities of milo maize and an occasional car of white kafir. There is some old crop red top cane that was carried over from last year, which is being held at very high prices. Do not believe there will be nearly enough cane seed to be had from Kansas and Texas to supply the Texas trade. Sudan grass was produced in very limited quantities. There was a good crop of alfalfa harvested about two months ago, practically all of which has been sold at good prices. The pea crop is very short in Texas. All seeds are scarce and the market very firm and prices promise to be very high in the spring.—Robert Nicholson.

TOLEDO, O.—Clover seed is fluctuating. Mid-November advance failed to hold. Prices declined below \$11. Recovered some later. It is a merchandising proposition. Final decision will not come until spring, when the demand develops. Receipts for season to date are the largest since 1908, the year of the bumper crop. Stocks have increased between 27,000 and 28,000 bags. This is central states seed. Confirms idea of good crop in this section. Much of it is from Michigan. Poor conditions abroad are recognized but fail as permanent advance factors in presence of continued European imports and freely accumulating stocks. Westerners do not find our price to their liking. They remember high prices a year ago. So far no western seed has arrived. There is possibility that imports of European seed may be lacking later in the season. Any decrease in local movement would give



greater importance to foreign conditions. Of late years the demand for seed has come in the spring. Without actual demand, prices rarely advance radically during this period. November low last year for March seed was \$11.70. December high was \$12.52. In 1914 the range for the two months was 55 cents. In 1913 it was \$1.72.—Southworth & Co.

## Imports and Exports of Seeds.

Imports and exports of domestic seeds during September, 1916, compared with September, 1915, and for 8 months ending September, 1916, compared with the corresponding period ending September, 1915, as reported by E. E. Pratt, chief Bureau of Foreign and Domestic Commerce, were as follows:

	IMPORTS.			
	September, 1915.	1916.	9 mos. ending Sept. 1915.	1916.
Castor Beans				
bus. ....		31,414	675,801	1,025,781
Flaxseed,				
bus. ....	1,361,087	1,040,859	10,410,959	9,818,983
Red Clover,				
lbs. ....	22,046	361,725	2,984,906	29,113,406
Other clover,				
lbs. ....	1,276,299	2,303,447	8,823,980	7,407,685
Other grasses,				
lbs. ....	576,064	501,512	23,153,129	9,716,289
EXPORTS.				
Clover, lbs.	451,212	155,158	6,326,908	3,621,048
Timothy,				
lbs. ....	351,844	401,506	11,460,247	7,302,523
Other grasses,				
lbs. ....	140,280	44,138	2,321,465	2,141,017
Cotton, lbs.	.....	10,910	.....	1,240,991
Flaxseed,				
bus. ....	186	47	4,602	1,497

## New Plant of Illinois Seed Co.

The business of the Illinois Seed Co. has grown rapidly on a foundation of correct merchandising methods, until it has been necessary to seek an entirely new location, the possibilities for expansion at the old location having been exhausted after the plant had been spread out into three separate buildings.

The new and larger quarters at 349-369 East North Water street, Chicago, comprise a large 4-story and basement brick building and grain elevator, are situated near the mouth of the Chicago River, a central location in the city, but with no obstructing bridges to delay traffic. This gives the plant the advantage of dock privileges, while the switching facilities from the company's private side track over the Chicago & Northwestern Ry. are unexcelled.

The handling capacity may be imagined when we consider that a single one of the several elevator legs has a capacity of 3,000 bus. per hour. The placing of the seed handling, cleaning and bagging machinery has been carefully studied so that the minimum of handling is necessary when receiving country run seed in bags. The equipment of machinery is the most modern obtainable.

Included in the plant is a seed testing laboratory, a duplicate of that at Washington, D. C., and agricultural college graduates are employed to make tests on all seeds and seed grain, to make sure that the seeds furnished patrons comply with all seed laws of the different states.

The company handles a complete line and is in position to satisfy wants of all patrons in its line, besides handling considerable buckwheat, sunflower seed, kafir and pop corn as side lines. Pres. Geo. S. Green and Sec'y Thos. J. Kemp are very proud of their new plant, as it enables them to give the best service to old and new patrons.

## Alfalfa Seed.

BY H. F. ROBERTS, PROFESSOR OF BOTANY, KANSAS STATE AGRICULTURAL COLLEGE.

The spirally coiled pod of alfalfa contains from three to five seeds. The shape of the seeds is generally curved, sloping to an angular point at one end. Many seeds are kidney shaped, and some few are rounded, or rather oblong. The seed when dead ripe is of a deep golden yellow color. Seed with a greenish tinge is slightly immature, but will grow. Brown or blackened alfalfa seed is generally poor. Frequently it is seed that has sweated and in which the embryo has died. It is always wise to reject any sample of alfalfa seed containing many brown, black or shriveled seeds. Good alfalfa seed should be plump, yellow, and free from weed seeds, dirt or debris. The standard weight for alfalfa seed is 60 pounds to the bushel.

As a matter of curiosity it may be interesting to know that there are about 220,000 alfalfa seeds to the pound, which would mean, if sown at the rate of fifteen pounds to the acre, if 90 per cent of the seed germinated, 3,300,000 plants per acre, or 75 to each square foot of ground. A pound to the acre would give five plants per square foot, which would be ample for a good stand, except for failure of some seeds to grow, the death of seedlings, and the competition of weeds. As a matter of fact, in a few years most of the alfalfa plants with which a field begins are crowded out by competition, or die from other causes. The number of plants to the acre in an alfalfa field has been found to range from as low as 70,000 to as high as 653,000.

The inside of an alfalfa seed is much the same as the inside of a bean, which belongs to the same family. The entire interior of the alfalfa seed coat is filled with the embryo or young plant, of which the larger part consists of the two cotyledons, or seed leaves.

After the five days' germination test it frequently happens that a larger or smaller number of seeds are left which refuse to germinate, despite the fact that they appear perfectly sound. These so-called hard seeds will germinate in time in the soil. It is the custom in seed laboratories

to add one-third of the hard seeds remaining at the end of the germination test to the total number that have actually sprouted, to make the final germination percentage, assuming that approximately this number of the hard seeds will germinate in the soil. If properly cared for alfalfa seed will live for a long time. The data at hand indicate that absolutely first-class seed kept under the best conditions should not fall below a germination percentage of 90 in six years, while seed that has been kept even twelve years should germinate anywhere between 50 and 90 per cent. In the seed laboratory of the department of botany at the Agricultural College, in the case of one sample of alfalfa seed thirty years old, over 80 per cent of the seed germinated.

As stated, alfalfa seed that is shriveled and dark brown in color will not grow. Seed of this character, according to the United States Department of Agriculture, is actually imported at a cost of about two cents a pound, for mixing with good alfalfa seed. This is done at the farmer's expense, and to his loss. In six months of one year nearly 67,000 pounds of alfalfa seed were imported that contained from 12 to 70 per cent of broken seed and trash, and in which but 5 to 7 per cent of the seed would grow, as determined by actual germination tests. One of these imported lots of alfalfa seed contained nearly 7 per cent of weed seeds, or 32,500 per pound, of which 5,495 were dodder. It is plain that seed of the above description consists simply of screenings, and no other object for its importation exists than to use it for "grading down" good native seed. Farmers should beware of any alfalfa seed in the market that looks brown or shriveled. In the Kansas market there is always a certain amount of bad seed similar to the above.

In the eighteen months preceding Nov. 1, 1914, the seed laboratory at Manhattan analyzed 487 samples of alfalfa seed sent in from all parts of the state. Seventy-four of the samples contained dodder; 91 of the samples contained Russian thistle; 34 of the samples contained star thistle; 18 of the samples contained bindweed; 16 of the samples contained chicory; 5 of the samples contained Canada thistle.

All of these, without exception, are bad



Three Types of Alfalfa Seeds. Kidney Bean Type, lower rows. Pointed Type, middle rows; and Oblong Type, upper rows. Latter scarcely distinguishable from Sweet Clover Seeds. Courtesy Kansas State Board of Agriculture.



weeds, and most of them are *noxious weeds*. One sample of alfalfa seed contained 57 dodder seeds per five grams (a rounded teaspoonful). This would mean over 5,500 dodder seeds to the pound of alfalfa seed. If sown on the land at the rate of 15 pounds to the acre, it would mean 82,500 dodder seeds sown on an acre, or nearly two seeds to every square foot—enough dodder, if only half the seeds grew, to blot out a field of alfalfa completely.

Another alfalfa sample contained enough seeds of bindweed to make over 1,700 to the pound—enough to sow 25,500 per acre, which means that a little less than every two square feet of ground in an acre would be planted with a seed of the worst weed scourge known to Kansas.

Another alfalfa sample contained chicory seed in about the same amount, and still another contained about the same amount of wild mustard.

One sample of alfalfa seed analyzed contained 470 Russian thistle seeds in five grams. This was enough Russian thistle seed to run 690,900 seeds to the acre—enough to make 16 seeds of Russian thistle for every square foot in an acre of ground, if this brand of so-called alfalfa seed were sown at the rate of 15 pounds to the acre.

One sample contained 1,147 seeds of foxtail in a teaspoonful, besides 175 seeds of crab grass, and considerable numbers of other seeds. Of this sample, 22.6 per cent consisted of weed seeds, and 4.2 per cent trash.

One lot of alfalfa, which the sender alleged to have bought as "pure seed," contained eighteen kinds of weeds, including black bindweed and 1,000 seeds of foxtail and other weed seeds per five-gram sample analyzed. In addition, there was 6 per cent of trash, making 36.5 per cent foreign matter of all kinds in this "pure seed."

Here are three alfalfa cases that came to our attention. One was alfalfa seed, containing 22.5 per cent of weed seeds, one-fifth of which was foxtail. In addition there was 5.9 per cent trash. In another sample was 28.48 per cent of foreign seed, of which 22 per cent was foxtail. In this sample there was also 31.6 per cent trash. A third sample contained 43.3 per cent foxtail. If Kansas had an efficient seed law seed like this could not get on the market.

Adulterated alfalfa seed is not so common on the Kansas market now as formerly. The chief adulterants, when they occur, are yellow trefoil and bur clover. Yellow trefoil (*Medicago lupulina*) is a biennial plant with yellow flowers, closely related to alfalfa, but vastly inferior. It is grown to some extent on poor soils in Europe for sheep pasture. Yellow trefoil is practically never grown in this country, but considerable quantities of the seed are imported, apparently to use in adulterating alfalfa seed. Yellow trefoil seed is difficult for an ordinary person to distinguish when mixed with alfalfa seed. The yellow trefoil seed, however, has a small beak or projection just back of the scar, which is lacking in alfalfa seed, by means of which it can be most easily identified. The identification of yellow trefoil in alfalfa seed, however, requires the services of an expert using a good hand lens. Occasionally seed of two of the bur clovers (*Medicago arabica* and *Medicago denticulata*) are used in the adulteration of alfalfa seed. Fortunately, however, the number of cases of actual adulteration of alfalfa seed in this coun-

try is comparatively small. The situation that the farmer ordinarily has to contend with is seed of low vitality and seed containing a considerable percentage of weed seeds.—From quarterly report of Kansas State Board of Agriculture.

### Shipper's Weight Law of Illinois Constitutional.

The test case brot by the Illinois Grain Dealers Ass'n to enforce the law of Illinois compelling the railroad company to pay for shortages, and accept the shipper's weight when the carrier fails to weigh the grain, has been decided in favor of the law by the Illinois Supreme Court in the case of Shellabarger Elevator Co. v. Illinois Central Railroad Co.

On account of an error made by the lower court in submitting instructions to the jury the judgment of the circuit court, which had been in favor of the Shellabarger Elevator Co., was reversed and remanded for new trial; but the outcome is a victory for the plaintiff, as most of the opinion of the court was devoted to a thoro consideration of the validity of the law, which the court sustained, greatly to the gratification of the directors of the Illinois Grain Dealers Ass'n and its claim department.

From the opinion of the court by Justice Carter we take the following:

Appellee is in the business of receiving and shipping grain, and operates elevators at Argenta, Emery and Forsythe, in Macon County, in this State. At various times in 1914 and 1915 it shipped seven cars of grain over appellant's railroad—two of wheat, one of oats and four of corn. One was shipped from Argenta to Chicago, two were billed from Argenta to New York, but it appears were unloaded and sold at Chicago, one was shipped from Emery to Peoria and three from Forsythe to Peoria. The proof tended to show that the difference in weight between the grain when shipped and when unloaded showed a deficiency of from 250 to 850 pounds in each car, and a judgment was entered for the value of this deficiency, which grain appellee claimed escaped from the cars in some way during transit.

While the amount of the judgment is small, counsel on both sides insist that the case is one of great importance because it deals with questions that are constantly occurring between shippers of grain and the railroads, and because it deals with the constitutionality, or at least the proper construction, of section 1 of "An act regulating the receiving, transportation and delivery of grain," etc. (Hurd's Stat., 1916, p. 2092). That section reads as follows:

**Illinois Grain Weighing Law.**—"Section 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly, That every railroad corporation, chartered by or organized under the laws of this State or doing business within the limits of the same, when desired by any person wishing to ship any grain over its road, shall receive and transport such grain in bulk, within a reasonable time, and load the same either upon its track, at its depot, or in any warehouse adjoining its track or sidetrack, without distinction, discrimination or favor between one shipper and another, and without distinction or discrimination as to the manner in which such grain is offered to it for transportation, or as to the person, warehouse or place to whom or to which it may be consigned. And at the time such grain is received by it for transportation, such corporation shall carefully and correctly weigh the same, and issue to the shipper thereof a receipt or B/L for such grain, in which shall be stated the true and correct weight. And such corporation shall weigh out and deliver to such shipper, his consignee or other person entitled to receive the same, at the place of delivery, the full amount of such grain, without any deduction for leakage, shrinkage or other loss in the quantity of the same. In default of such delivery, the corporation so failing to deliver the full amount of such grain shall pay to the person entitled thereto the full market value of any such grain not delivered at the time and place when and where the same should have been delivered. If any such corporation shall, upon the receipt by it of any

grain for transportation, neglect or refuse to weigh and receipt for the same, as aforesaid, the sworn statement of the shipper, or his agent having personal knowledge of the amount of grain so shipped, shall be taken as true, as to the amount so shipped; and in case of the neglect or refusal of any such corporation, upon the delivery by them of any grain, to weigh the same, as aforesaid, the sworn statement of the person to whom the same was delivered, or his agent having personal knowledge of the weight thereof, shall be taken as true, as to the amount delivered. And, if by such statement, it shall appear that such corporation has failed to deliver the amount so shown to be shipped, such corporation shall be liable for the shortage, and shall pay to the person entitled thereto the full market value of such shortage, at the time and place when and where the same should have been delivered."

Counsel for appellant insist that this section must be read in connection with section 2 of the act in order to give a proper construction to both, and that, so construed, said first section only applies to shipments of grain in less amounts than carload lots; that as the second section specifically states that it only applies to shipments at stations where the amount of the grain shipped yearly is 50,000 bus. or over, and as this case involves car-load lots, but not shipped at stations where it was shown that more than 50,000 bus. were shipped each year, neither section of the act is applicable to this case. In our judgment section 2 of this act deals with an entirely different subject matter from section 1. The first section requires railroads to weigh all grain presented for shipment in bulk, regardless of the amount. It does not prescribe the method or the kind of scales to be used in the weighing.

Section 2 deals exclusively with the weighing of grain in car-load lots on track scales for weighing carloads at stations where more than 50,000 bus. a year are shipped, and such track scales for weighing carload lots are only required, under said section, when demanded by the shippers of the major part of the 50,000 bus. Section 2 seems to apply only to the weighing of grain when shipped, while it will be noted that section 1 regulates the weighing not only at the point of shipment, but at the destination. So far as we are now advised we do not see in what way these two sections, so construed, are in any way in conflict, as argued by counsel, but, if they are, we find a provision as a part of the amended section 2, when amended, which states, in substance, that all parts of this section in conflict with section 1 "are hereby repealed." The provisions of said section 1 quoted above apply to the shipments of grain here in question, and not said section 2.

Counsel for appellant insist that if this be the proper construction of section 1 said section is unconstitutional, being special class legislation relating to shippers of one kind of commodity only—grain—and then only when shipped on railroads, and therefore in violation of the provisions of the State and Federal constitutions as to due process of law.

Sections 4 and 6 of article 13 of the constitution of 1870 read as follows:

**Constitution of 1870.**—"Sec. 4. All railroad companies and other common carriers on railroads shall weigh or measure grain at points where it is shipped, and receipt for the full amount, and shall be responsible for the delivery of such amount to the owner or consignee thereof, at the place of destination."

"Sec. 6. It shall be the duty of the General Assembly to pass all necessary laws to prevent the issue of false and fraudulent warehouse receipts, and to give full effect to this article of the constitution, which shall be liberally construed so as to protect producers and shippers. And the enumeration of the remedies herein named shall not be construed to deny to the General Assembly the power to prescribe by law such other and further remedies as may be found expedient, or to deprive any person of existing common law remedies."

Beyond question, the legislature, under these sections of the constitution, is authorized to pass laws referring to the weighing and shipping of grain only on railroads. It can not be held, therefore, that the statute is against the provisions of the state constitution as to special legislation, especially since the constitution of this State only prohibits special legislation as to certain subjects. We find no specific provisions prohibiting special legislation as to railroads alone, or as to the weighing of grain. The special laws on subjects not enumerated in the constitution are only prohibited where a general law can be made applicable. Whether a



general law is or is not applicable to a given situation is a question for the legislature and not for the courts. *Petbone v. West Chicago Park Comrs.* 215 Ill. 304; *Herschback v. Kaskaskia Island Levee District*, 285 id. 388; *People v. Thompson*, 155 id. 415.

**Carrier's Duty to Weigh.**—If the shipper tenders the freight without weighing it, can the common carrier refuse it? Who, ultimately, must pay the cost of installing, operating and maintaining the scales where the freight, before it is shipped, is weighed? If there is sufficient business at any given point, whether cross-roads or other stopping place on the line of its road, to justify the railroad in stopping to take on freight it surely is not unreasonable to require the company either to furnish scales of sufficient size and accuracy to weigh the freight that is shipped from such station or to take the weight given by the shipper or his agent. Railroad companies are not compelled to establish stations at every point where only one or two shippers demand it. They are only required to have stations at points where the business given them will reasonably justify the expense. To require them to furnish all the facilities to ascertain the proper charges on the freight to be shipped, or else let the shipper ascertain them, can surely not be held an unreasonable requirement. This is all that is required by this provision of this section of the statute.

The question of the construction of the statute on this point has heretofore never been before this court for consideration. The first section of the railway shipping act in question states that it is the duty of the railway company to weigh the grain when it is received and when it is delivered. If it does so, it is plain that it is not bound by the weights given by the consignor and consignee.

The sworn statements as to the weights by the consignor or consignee shall only be received when the carrier fails to weigh the grain at one end or the other, or both, as the case may be. If it so fails, does not the law read its agreement to be bound by such weights, into said section 1, a part thereof by the same line of reasoning that the federal supreme court held that the insurance company read into the policy the agreement to be bound by the valuation which it gave to the property? The appellant had the opportunity of weighing the grain here in question when it was shipped. Did it not, in effect, agree, under this statute, that if it failed to do so it would be bound by the sworn statements of the consignor and its agent? By a similar line of reasoning this court held the Workmen's Compensation act constitutional. In *Deibelk v. Link-Belt Co.* 261 Ill. 454, the court, in speaking of the constitutionality of that act, said (p. 465): "Being elective, the act does not become effective as to any employer or employee unless such employer or employee chooses to come within its provisions. Having once elected to come within the provisions of the act \* \* \* the act is effective as to the party or parties making the election. \* \* \* The act itself then becomes a part of the contract of employment and can be enforced, as between the parties, as such." To the same effect are *Crook v. Tazewell Coal Co.* 263 Ill. 343, and *Dietz v. Big Muddy Coal Co.* 263 id. 480. This provision of the statute says to the common carrier: You may weigh the grain if you desire; if you do not, you are bound, by the provisions of this statute and must take the sworn statement of the consignor or consignee or his agent as being correct as to the weight of the grain at the time it was shipped or at the time it was delivered, respectively.

**Shipper Need Not Request Weighing.**—Counsel for appellant further argue that appellee did not bring itself within the provisions of this statute, as it did not prove that it requested or desired the grain to be weighed by the railroad company. Their argument is that the words in the first sentence in section 1 of this statute, "when desired by any person wishing to ship any grain over its road, shall receive and transport such grain in bulk," etc., not only means that the carrier shall, when desired, ship such grain, but also that, when desired, it shall weigh it. We do not think the words "when desired" apply to the weighing of the grain under this section. The statute makes it the duty of the carrier, in specific terms, to weigh the grain when received and delivered, and this duty is not made to rest upon a request by the shipper. A reading of this entire section shows beyond question that this argument of counsel is without merit.

The legislature may not compel a contract between parties, but may it not declare that a contract which the parties themselves have made should conclusively

be presumed to express the obligation which they have entered into? It merely enlarges the rules of contract by creating an estoppel in compelling the common carrier to be bound by the sworn statement of the consignor or consignee as to the weight of the grain shipped or delivered if it does not choose to weigh the grain itself. The reason for such an enactment is to be found in the character of the railway as a common carrier.

**Carmack Amendment Does Not Conflict.**—Counsel for the appellant further argue that since the passage of the so-called "Carmack Amendment," in case of interstate shipments, no one but the lawful holder of the B/L can sue thereon, while counsel for appellee argue that all of these shipments are intrastate; that the two shipments billed to New York were never intended to go farther than Chicago, and were, in fact, unloaded and sold there, the billing being to New York merely to take advantage of reduced freight rates. In *Gamble-Robinson Commission Co. v. Union Pacific Railroad Co.* 262 Ill. 400, we said



A. W. Harwood, Peoria, Ill.

(p. 404): "The amendment to the Interstate Commerce act referred to (Carmack amendment) makes it the duty of a railroad company receiving property for transportation from a point in one state to a point in another state to issue a receipt or B/L therefor. But the liability imposed by the act is not dependent upon the issue of such receipt or B/L. The liability is created by the railroad company receiving and agreeing to the shipment of the property. The receipt or B/L is evidence of the contract, but its issuance is not necessary to create the liability." These Bs/L were each for a certain number of pounds of a specified grain, but expressly stated that the weight was "subject to correction," and stated on the back that the carrier should not be liable for differences in weight caused by discrepancies in elevator weights, etc. Even if it be assumed for the purposes of this case that two of these shipments were interstate, we do not see how the provisions of the Carmack amendment could prevent recovery by appellee for the value of the grain here in dispute. The evidence in this record shows that the purchasers bought by the weights at the point of destination. The title to the lost grain, therefore, if the grain was actually lost between the time of shipment and the time of delivery, never passed out of appellee, so that appellee remained the beneficial holder of the right to this grain, for the Carmack amendment, as now amended, provides that the carrier is liable "to the lawful holder of said receipt or B/L or to any party entitled to recover thereon, whether such B/L has been issued or not." (Federal Stat.—Annotated Supp. 1916, Sec. 2, p. 125.) The assignment of these Bs/L could not carry with it a right to the grain which the railroad company is claiming in this case that the B/L did not include; therefore that small part of each shipment that is being sued for here would stand, as between the shipper or its assignee and the railroad company, as if no B/L or receipt had been issued therefor, provided the shipper proved that such small portion of the grain was actually received by the railroad company for shipment with the rest of the grain. If it were, in fact, held, on such a state of facts, that the shipper cannot recover for this grain, we do not see how it would be possible for the assignee or anyone else to recover, for it is evident from this record that the assignee of the B/L must have assumed, in

buying, that the weight given at the point of destination was the correct weight of the grain.

The judgment of the Circuit Court is reversed and the cause remanded.

I AM very well pleased with the Grain Dealers Journal and would not be without it. Our new form of storage tickets I saw in the Journal months beforehand. —G. W. Shreeves, agt. Rocky Mountain Elvtr. Co., Riebling, Mont.

TWO CARGOES of Canadian wheat amounting to over 200,000 bus. were unloaded at Cleveland recently for the Quaker Oats Co., at Akron, O. Even paying the duty the cost was less than that of American spring wheat.

## New Grain Company at Peoria.

Announcement was made Nov. 16 of the incorporation at Peoria, Ill., of the Harwood-Young Co., with offices in the Chamber of Commerce Bldg. The company has been organized with \$30,000 capital stock to do a general grain receiving business, and will be managed by A. W. Harwood and E. H. Young, who until recently was manager at Galesburg for Lamson Bros. & Co.

Mr. Young operated a country elevator at Dwight, Ill., from 1901 to 1908, after which he represented the W. A. Fraser Co., Chicago, until 1913. He then was given the Lamson wire at Galesburg, which position he now relinquishes to join the trade at Peoria.

Mr. Harwood is also well and favorably known to the trade of Illinois, having been manager of the Peoria office of Carhart, Code, Harwood Co., for five years. Since Oct. 1, 1915, he has managed the Peoria office of Lamson Bros. & Co.

The new company is taking over the local office and business of the Carhart, Code, Harwood Co., which concern continues its business at Chicago. The Harwood-Young Co. has among its list of stockholders a number of large grain shippers of Illinois. J. E. Potter of Galesburg is pres.; W. H. Hartz, vice-pres.; Mr. Harwood, sec'y, and Mr. Young, treas. Portraits of the secretary and the treasurer are reproduced herewith.



E. H. Young, Peoria, Ill.



## Nebraska Co-operatives Meet at Omaha.

The annual convention of the Nebraska Farmers Co-operative Grain & Live Stock Ass'n brot more than 400 members to Omaha for Nov. 21, 22 and 23. The percentage of managers in attendance was about one to eight, the other seven being directors, stockholders, and solicitors from nearby markets.

The morning of the first day was devoted to an informal reception in the new home of the Omaha Grain Exchange.

At 2:30 o'clock Tuesday, Pres. J. S. Canady, Minden, called the first session to order in the banquet hall of the Rome Hotel. Mayor Dahlman of Omaha was to have delivered an address of welcome, but his place was taken by an assistant who assured the convention of a hearty welcome, after which Vice-Pres. Guy F. Briggs, Coleridge, responded for the Ass'n. He said:

We are here to get better acquainted with the men of Omaha, to whom we wish to apply for help, and to work out the many knotty problems with which we are confronted. Of the grain business in Nebraska 99% is transacted upon honor, thru the telephone or the telegraf. This means that we must be better acquainted with the men with whom we deal and that we must be conscientious in all of our dealings.

Pres. Canady did not deliver an address. He spoke briefly of his hopes for the Ass'n and of the plans for the future. He said:

While we have a program you must feel that this is your meeting and if you wish to discuss subjects not appearing on the list do not hesitate to introduce them. To those of you who are not members I wish to extend the same privileges, and trust you will obtain sufficient benefits from this meeting to warrant your joining the Ass'n. Fourteen years ago, when we met at Lincoln to organize, it was freely predicted that the Ass'n would be a failure. Its growth has been slow and at times discouraging, but this morning, with so many present, I feel that it is a huge success. The members of the Omaha Grain Exchange have helped us; theirs is the greatest exchange in the world, located in the right territory. In summing up the work of our Sec'y I might say that he has left the office 103 times within the last year for field work purposes, being absent an average of two days for each call, or 206 working days. This left him but 106 days for clerical work. That work is very heavy, and it looks to me as tho we should provide an assistant for Mr. Shorthill.

Sec'y Shorthill read the minutes of the last meeting, these being accepted as read. In his financial report he showed that receipts aggregated \$4,164.87, while expenditures were: Hotel bills, \$470; railroad fares, \$433; telephone and telegraf, \$107; postage, \$230; printing, \$53; salaries, \$2,039; cash in bank, \$180. At the present time, he added, the Ass'n has \$725 outstanding on advertising contracts and bills on hand of \$247. Report of the auditor, Wm. Babcock, tallied.

Sec'y Shorthill summed up his work of the year from the field standpoint, saying:

Of the many trips into the field within the last year 63 were made for individual companies. Thirty-five new members have been enrolled, which number might have been increased had not car shortage and other important matters demanded so much of our attention.

Not much progress has been made in the car shortage problem, but shippers are advised that it will help some to load and unload all cars promptly.

Scale testing has been tried in co-operation with the railroads but it has not worked out successfully. The inspection law has been of doubtful value.

Peddling from cars is not opposed by this Ass'n, and if that method of selling does not prevent the prompt release of railroad cars, we favor it.

Increased rental for railroad sites on the Union Pacific Railroad has been taken up with the proper authorities. It has been suggested that the State Railway Commission has no authority in the matter and it has been referred to the Interstate Commerce Commission. Our shippers are advised to refuse to pay any increased rental until the Interstate Commerce Commission names the rate.

Natural Shrinkage: The railroads have been permitted to put into effect a rule under which a deduction of  $\frac{1}{4}$  or  $\frac{1}{2}$  of 1% will be made from claims for loss of grain. We have opposed the rule and a cash fund has been subscribed for carrying such cases to court. The allowance now must be made on interstate shipments, but records of the allowance should be kept. On shipments between two Nebraska points the deduction is not permitted. The amount in question each time is not very great but we are opposing it on account of the principle.

The grain rate case has not been fully prepared, this work being put aside in the pressure of other things.

Price discrimination has given us much worry during the last year. We have had many complaints of this unfair competition. The result of many investigations shows us that these complaints are based upon fact and that the discriminations were real, but no investigation was thoro enough to be the basis for court action.

Grain standardization: This ass'n had an active part in having the new law enacted. A government station has been located at Omaha. We feel proud to think that it was a result of the effort of farmer organizations that the legislation was put thru the Senate.

Freight service: Some action has been taken to secure better freight service for our shippers. It matters little if you are given more freight trains, if we do not first have more box cars. This is what we are working for.

Claims for shortage: Many claims for shortage of grain have been filed against the railroads, and some of these have been settled.

Organization work: Ten new companies have been assisted by me personally and many others have been helped thru correspondence.

Grain Exchange Rules: The Omaha Grain Exchange has made a commendable rule in regard to future contracts, eliminating many objectionable features. It provides for the transfer of grain from one commission house to another at  $\frac{1}{2}$ c per bushel.

Increased demurrage is not objectionable to this Ass'n. It is the personal opinion of your Sec'y that demurrage should be increased to the point where it will become a penalty, but other things than demurrage must be considered, the interchange of cars between railroads for instance. The price of 45c per car per day is not enough; it should be made at least 65c.

Car distribution is not what it should be at this time. The roads seem to favor giving all shippers an equal number of cars instead of apportioning them according to the needs of the shippers, or the size of the business. We should dispose of the question in such a way as to provide cars in these times of car shortage on the basis of the percentage of cars used in times when there is no car shortage.

Our directory shows a large number of new companies in the state and many of the old ones adopting the co-operative plan. Many at the close of the year will pay out large sums of money in patronage dividends. Our association is made up of the farmers co-operatives, farmers' equity, and the farmers union companies. Efforts have been made to break up this membership but the efforts have not been successful and never will be.

The car shortage we believe is caused by a lack of prompt movement on the part of the railroads. The holding of cars is an insignificant reason for the shortage as compared with this and the fact that the railroads have not the cars to supply. Someone must be given authority to compel the railroads to place enough cars in service to care for the traffic. The railroads have suggested that more revenue be collected from the shippers to pay for this needed equipment, and Commissioner McCord at Louisville intimated that he will call for hearings to determine if this is necessary.

The grain storage law should be changed to make it more workable.

An embargo on grain should be vigorously opposed because grain should not be singled out as the cause of the present high cost of living. The embargo would demoralize the grain markets, and, with the present car shortage, it would be impossible to move our grain at a profit. With our elevators filled it would mean financial ruin to many of us.

The scale inspection law should be made more workable, so that shippers could do their own scale inspecting thru a dept of this Ass'n.

For the coming year I believe this Ass'n should pay special attention to the matters of a grain embargo, car shortage, car distribution, demurrage, scale inspection and grain contracts. These things are most important to the success of all elevator companies.

Following the reading of Sec'y Shorthill's paper a resolution was adopted providing for the appointment, at a later date, of a com'te of three to go before the Legislature in an effort to obtain a more just distribution of grain cars.

H. C. Filley of the College of Agriculture, University of Nebraska, delivered a short address on what the United States Dep't of Agriculture and the state university is ready to do for the grain grower and the grain trade. He mentioned the news service recently started by the state in the potato trade and said it was willing to do similar work for the grain trade.

A motion carried to publish the report of the Sec'y in pamphlet form, for free distribution among the trade, after which the meeting adjourned.

## Wednesday Morning Session.

Pres. Canady opened the second session of the convention with the naming of com'tes for the ensuing year. These were as follows:

Credentials: E. P. Hubbard, Juniata; C. H. Bennett, Chappell, and Thos. McNally, Ulysses.

Resolutions: W. H. Campbell, Clarks; Chas. Wooster, Silver Creek; Guy F. Briggs, Coleridge; H. C. Filley, Filley; W. F. Pailing, Greenwood; D. W. Baker, Benedict; Otto Perso, Dalton.

Legislation: Sec'y Shorthill; Wm. Grueber, Byron; Chris Anderson, Norman; Henry Korff, Coleridge.

It was announced that the managers would hold their annual meeting in an adjoining room while the regular session of stockholders and directors continued in the main meeting hall.

C. W. Layton, Merna, was elected as permanent chairman of the Managers' Ass'n, and Guy Briggs, Coleridge, sec'y.

The first question up for discussion was: "Shall the managers meet annually during the month of June or shall we hold two meetings per year?"

E. P. Hubbard, Juniata: I do not believe it is advisable to have a special ass'n for the managers as this would mean two meetings a year. The companies of the state are realizing that it is profitable to have their managers come together each year, but once I believe is enough. Many of the managers come here at their own expense, and to hold two meetings would impose a double burden upon them. Instead of more than one state meeting we could hold as many local meetings as were needed in the different sections. At these meetings we feel free to discuss our personal questions. The sessions can be called without notice as we do not have to travel very far. I move, therefore, that we try to work up more of these district meetings each year, with the assistance of our sec'y, and that we have one annual state meeting of managers, held at the same time as the regular convention of this Ass'n. Carried.



It was suggested that district meetings be arranged for the near future at Oxford, Hastings, Fremont and Sidney, and a motion carried to the effect that Sec'y Shorthill appoint a chairman and sec'y for each local meeting.

The question of an income tax if companies are operated on the co-operative plan was next raised. The opinion prevailed that this tax must be paid on the interest on the stock, but not upon the interest of money set aside for patronage dividends. Patronage dividends, it developed, were shares of stock given free of charge to non-members of co-operative companies. The giving of a share of stock instead of a cash dividend was merely a way of avoiding the law which prohibits the returning of cash to those outside of the company, and many of those present did not approve of the plan. As a rule, however, such shares of stock were freely given and the plan was endorsed by a majority of those in attendance.

## Wednesday Afternoon Session.

J. B. Swearingen, ex-pres., Omaha Grain Exchange, was the first speaker of Wednesday afternoon, devoting his talk to hedging. He said:

I am not a believer in speculation, but I am a firm believer in hedging for protection against a declining market, and in having the grain earn a carrying charge in case the future markets are at a premium over the cash markets at the point where you wish to hedge. At present corn is selling at a premium over the futures, so there can be nothing earned in a carrying charge; neither can there be a guarantee of protection against a decline in the cash corn. The present demand for cash corn is greater than the receipts. This was caused by the old corn giving out before the new corn came on the market and owing to the shortage of cars. There is enough corn offered by the farmers to put the cash and futures on an equality, but the corn is not getting to market fast enough to do that.

On oats you can realize a carrying charge; May oats now are four cents over the cash oats. This offers you a protection and a carrying charge as well. Wheat is in the same condition as corn, except that up to the present time the exporters are buying wheat at a premium over the futures.

You may not want to pile up a lot of grain and carry it, but the nature of the business is such that all shipping companies generally have more or less cash grain on hand. In all such cases you make a sure profit on whatever grain you have in the elevator by hedging it. This is a bad time to advocate hedging to any great extent because of late the company which did not hedge has made more money out of the business than those who hedged. But conditions might have been reversed. I do not mean to say that those who hedged did not realize a profit. They

realized the same profit they would have received had the market gone the other way, but those who did not hedge happen to have made more. Without hedging it is possible that a large corporation or individual in the grain business would go bankrupt.

With farmer elevator companies this does not so generally apply, because you have many stockholders and the amount of money each has involved is not so great as it is with the individual owner. Should you meet a disastrous year, without hedging, a small assessment against each stockholder would not result in a calamity because your stock in the company is a side issue with you.

Mr. Swearingen answered many questions following his brief talk, most of which sought to determine just what was meant by a hedge. Most of the managers present realized the value of that form of insurance against loss, but the stockholders and directors did not so readily grasp the idea.

J. W. Holmquist, also an ex-pres. of the Omaha Grain Exchange, followed Mr. Swearingen on the same subject, saying:

What is generally known as the hedging game is not a game at all; it is a very serious business and many farmers make a specialty of it, only they do not call it hedging. They call it insurance. You will not hesitate about insuring your crops against hail, your cattle, barns and homes against fire and your farmer elevators and their contents against loss. Then why not insure your grain against a drop in price? One form of this protection is called insurance and the other hedging—that is the only difference. But unless you have the grain in the elevator and need the hedge for that reason, do not hedge. In other words, do not buy and sell the futures merely as a speculation, because then it is no longer considered as essential insurance.

Many firms make a specialty of hedging. Wheat but here may be hedged in Chicago, Kansas City, St. Louis, or practically any other market. From the country elevator man's viewpoint I do not think much of hedging under normal conditions. A country elevator can be run in such times without hedging a bushel of the grain; I have run my own houses that way. But we have not now these normal conditions. You would not say that corn was normal at 95c or wheat normal at \$2.

The necessity for hedging is brot about by the extensive contracting for 10 to 30 days' delivery. I am opposed to contracting from the farmer for over 5 days, and especially contracting a new crop before it has been harvested. If contracting was totally abolished the farmer and shipper would realize just as much profit and there would be no hard feeling. If you are going to contract for say 30 days ahead, you do not sell the cash grain; so to protect your price you must hedge. Also you must hedge against these fluctuating markets when you pile up a lot of stuff in the elevators. Last fall you could buy in your oats on the Omaha market and get your hedge in Chicago at a full 9c difference. That would be a good time to hedge.

Many of the managers present reported that their Boards of Directors did not

permit them to hedge, as they considered it in the light of a gamble, to which Mr. Holmquist replied that it was the duty of the managers to enlighten the Boards as to the true value of the hedge.

The two members of the Omaha Grain Exchange were thanked by a rising vote for the talks given, after which the election of officers for the ensuing year was held. This resulted in the re-election of Pres. J. S. Canady, Vice-Pres. Guy Briggs and Sec'y-Treas. J. W. Shorthill. W. J. Lee of Spalding and E. P. Hubbard, Juniata, were elected to the Board of Directors.

## RESOLUTIONS.

The Resolutions Com'te, reported as follows:

**RESOLVED**, that it shall be the duty of the Sec'y of this Ass'n to notify the carriers, and others, of the actions taken by this convention, in so far as they are concerned.

**RESOLVED**, that this Ass'n go on record as being heartily in favor of government ownership of railroads.

**Unity of Purpose:** We believe in co-operation among local and state organizations of farmers, as well as among individuals; and we, therefore, as being the oldest and strongest organization of farmers' elevators companies and shipping associations, do hereby invite all such associations in Nebraska to come into our state organization, to the end that in these things that so vitally concern their economic interests, all farmers may work harmoniously together for the common good.

**Peddling from Freight Cars:** We believe that the policy of equal rights to all and special privilege to none should govern the use of railway freight cars. The right to transfer goods direct from the car to the purchaser should not be denied to any elevator company, co-operative purchase ass'n, individual, jobber, or retail firm, and we maintain that the time and place of sale of goods is not of material interest to the railway company. Any railway tariff or operating rule that does not permit this is monopolistic in its effect and a blow at free competition. We believe that this practice of transferring goods direct from the car to the purchaser, commonly called "Car Peddling," reduces the cost of distributing many kinds of goods, stimulates consumption, and is a benefit to both producer and consumer. We urge the railways, the State Railway Commission, and the Interstate Commerce Commission, to permit its continuance, and that the delay of cars attributed to car peddling be regulated by graduated demurrage charges.

**An Embargo on Grain Not Justified:** We maintain that it would be unfair and unjust for the Federal Government to single out grain and grain products upon which to levy an embargo. Even at present prices they are our cheapest foodstuffs. Practically all other necessities which are being exported, such as steel copper and cotton, have risen in prices. The farmer of the Middle West is as much entitled to any benefits accruing from high prices as the farmer of the South or the manufacturer of the East. It is unquestionably true that if there is justice in stopping the advance in prices in products of the farm, then there is justice in stopping declines; but we have not yet heard of any act ever being proposed in any legislative body for the purpose of preventing the products of the farm from selling at a price that was too low. If the farmer must sell on the open market when the price is too low, he must have the right to do so when it is high. We ask that our representatives and senators use their utmost endeavor to defeat any such unfair and sectional legislation that may be proposed.

**Freight Rates:** Until a physical valuation of the railroads of Nebraska shall show a higher freight rate to be necessary in our state than in adjoining states where the expense of constructing, maintaining and operating such roads is practically the same as here, we shall continue, as heretofore, to hold that higher rates are discriminatory against the industries of Nebraska, and we again urge our President and Secretary to direct the attention of our State Railway Commission and the Interstate Commerce Commission to such discriminations and inequalities wherever they exist.

**Car Shortage:** We believe that the present shortage of cars is due to two causes: First, increase in traffic, and, second, to lack of equipment. Reports made by the railroads themselves show conclusively that



Some of the Managers at Omaha Meeting, Nov. 21-23.



many lines, despite the great increase in traffic during the last two years, have fewer cars in service today than they had in 1914. The railroads are responsible for not maintaining sufficient equipment to care for their traffic. We therefore request our Congressman to introduce and support a measure that will give to the Interstate Commerce Commission authority to force all railroads to furnish adequate equipment and to regulate the rules of interchange of equipment between the roads, so that one road cannot borrow permanently from other roads.

**Opposed to Macadamized Roads:** We are in favor of good roads over which to haul the products of our farms to town, but good dirt roads such as we already have over a large part of the state for about nine months of the year, and which have been constructed at much expense, are good enough for us. We are therefore most emphatically opposed to embarking upon a policy, as proposed, of building stone or hard surface roads at an expense of from \$10,000 to \$20,000 per mile, which would place upon us a well-nigh crushing and ever-increasing burden, which, from the nature of the case, would never end.

**Marketing Farm Products:** We endorse the work that has so far been done by the State University in teaching and investigating the marketing of farm products. We believe that it is the duty of the next Nebraska legislature to provide adequate funds for this work, and pledge to such action our unqualified support.

**Favor Increased Demurrage Rates:** Resolved, that this Ass'n go on record as favoring an advance in demurrage rates provided the present per diem charge of the railroads be so corrected as to insure the prompt return of cars to the owning lines, and provided all excessive free time at export points be prohibited.

Session adjourned.

Thursday morning was given over to a trip to the Omaha Stock Yards, and the many live stock shippers at the convention greatly enjoyed the novelty.

### Thursday Afternoon Session.

The questions of car shortage, car distribution and the grain storage law were recognized by officials of the Ass'n as the most important matters to come before the convention, and for that reason, in an effort to retain the crowd, they had been held back until the final session. But regardless of this fact the attendance at the closing session was noticeably thinned. Railroad men had been asked to be present to answer questions, but after a short discussion of the car shortage, in which no headway was made, a com'te of 12 was suggested to look into these problems. This com'te is to be made up of volunteers and was given full power to act for the Ass'n.

Sec'y Myers of the Iowa Farmers Grain Dealers Ass'n made a short talk on the value of co-operation in Ass'n work, after which the convention adjourned sine die.

### Convention Notes.

C. H. Thayer was present from Chicago.

Albert Charrlin came down from Canton, S. D.

W. S. Hart was at the meeting from Sioux City, Ia.

Pencils were distributed by the Dawson Grain Co., and Merriam Commission Co., Omaha.

A banquet was tendered the visiting grain men on Wednesday evening by the Omaha Grain Exchange.

A working model of the Klingler Automatic Scale was exhibited on Wednesday by the Klingler Mfg. Co.

Colorado managers in attendance were Geo. Drescher, Peetz; M. J. Mullen, Sterling, and C. H. Mitchell, Haxten.

C. I. Howell breezed in from Beatrice minus his sombrero and as a result was not recognized until the second day.

The Rome Hotel was selected as the next meeting place of the Ass'n, the date for the convention to be announced later.

Kansas City delegates included Cort Addison; C. D. Cooper; F. H. Callen; C. Christopher, rep't'g B. C. Christopher & Co.; Arthur Freeman and W. W. Simmons, rep't'g Ernst-Davis Commission Co.; H. C. Gregory, rep't'g Watkins Grain Co.; L. M. Hicks, rep't'g A. C. Davis Grain Co.; Jack Martin; Major Moberly, rep't'g Moore-Seaver Grain Co.; James Russell; S. J. Owens, rep't'g Twidale-Wright Grain Co.; I. Updike, rep't'g W. S. Nicholson Grain Co., and F. O. Zimmerman.

Nebraska managers present included N. F. Anderson, Shickley; M. A. Butler, Finchville; J. J. Brown, Pleasantdale; H. E. Beadle, Glenwood Park; J. E. Bailey, Bertrand; William Berning, Staplehurst; H. W. Bush, Utica; C. H. Bennett, Chappell; J. A. Brenn, Roa; R. A. Babcock, Potter; A. T. Curtis, Norman; A. T. Carlson, Axtell; M. N. Chitty, Farnam; Joe Devlin, Spalding; G. F. Einspahr, Enders; J. Eskildsen, Foley; Nimrod G. Ensey, Fairfield; J. F. English, Humphrey; R. A. Green, McCook; H. B. Hall, Hoag; H. D. Harding, Hebron; C. O. Hart, Monroe; Amos Kilgore, Ulysses; F. Kockrow, Benkelman; W. O. Landau, Hildreth; H. G. Larson, Hampton; W. J. Lee, Spalding; C. W. Layton, Merna; W. E. Mead, Tobias; T. E. Morgan, Hubbell; S. G. Manning, Exeter; E. M. Olds, Dorchester; D. W. Pope, Sutton; Robert Popp, Plymouth; Cliff Ryan, Emerson; W. D. Russell, Wilber; C. L. Scholl, Hastings; J. A. Spellman, Sprague; M. J. Stoetzel, Roseland; B. O. Tucker, Nehawka; G. F. Witt, Western; W. W. Walkup, York; L. E. Warner, Filley; J. R. Wilson, Pickrell; Geo. W. Worley, Campbell.

### Handling Wheat in Argentina.

The value of Argentina as a wheat producing country has been somewhat minimized by its more important trade in corn. Nevertheless its exports of wheat furnish 15.8% of the total supplied by the 11 surplus wheat producing countries of the world, and Argentina therefore, occupies fourth place among the wheat exporting nations.

The principal varieties of wheat grown in Argentina are Barletta, Ruso, Italiano, Frances, Rieti, Tuzela, and Saldome, all of which are similar to the hard red winter wheats of the United States. Thru carelessness in the selection of seed these wheats have become sadly mixed, until it is now almost impossible to obtain pure strains.

Argentina's methods of handling wheat, harvesting, and preparing it for market are as primitive as its methods of handling corn. In harvesting, headers and binders are used to some extent, but a combination harvester and thrasher, which strips the grain from the heads, is being used quite generally. It is equipped with a large comb, the teeth of which are just far enough apart to permit the plants to be drawn thru up to the heads. These are then stripped from the stalk with the aid of beaters within a revolving drum. As soon as taken from the stalk the heads are passed on to another section of the machine, where the grain and hulls are separated, the grain cleaned,



Grain Transported on Box Cars in Argentina.



Grain Piles along Railroad Track at Country Station.



Piling Grain Outside of Warehouse at Terminal Market. From Yearbook, U. S. Dept. of Agriculture.



and deposited within a box from which it is sacked. The loaded sacks are left at convenient places in the field to be later loaded upon wagons.

When binders and thrashers are used in the harvesting of wheat the grain is generally piled in large shocks to await the thrasher's outfit. It is piled, as a rule, without protection against rain, with the result that much of it is ruined. This was especially true of the 1915 crop, the roads about thrashing time being so wet and muddy as to make impossible the moving of thrashing machines from place to place. As soon as the wheat is thrashed however, whether it be done by the combination outfit first mentioned or the more recently introduced thrasher, it is bagged and piled on the ground to await transportation to the railroad station.

If the farmer hauled his own grain to the railroad the matter of shipping would be considerably facilitated, but the poor condition of the roads and the long distances which must generally be traveled, make it cheaper to hire regular teaming contractors. These men use a special type of wagon shown in the engraving and as many as 16 horses are often required for each load. In wet weather the wagons are provided with wide wheels, eight to 10 feet high, so as to hold the grain above reach of the water and mud, but in dry seasons, when the roads are comparatively good the ordinary wagon with smaller wheels is used.

As the wagons arrive at the railway station the grain is inspected and weighed upon small platform scales by the local buyer. It is stored in a warehouse or piled alongside of the railroad tracks to await shipment to the terminal markets. That grain which is so damp as to show signs of deterioration is spread out on the floor of the warehouse or upon a canvas stretched on the ground outside. Laborers walking thru the mass expose it thoroly to the air by stirring.

In transferring the grain from the railroad station to the terminal market either box cars or flat cars are used. When the bags are loaded upon a flat car each carload is covered with a large canvas or tarpaulin as a protection against damage by rain as shown in the engraving. The average haul by rail is 300 miles.

Upon arrival at the export market or terminal point the grain is loaded either into elevators or placed directly aboard ship by means of an electric elevator which extends from the car door to the ships' hatch. Occasionally peons, or laborers carry the bags from the car to the vessel, and if the grain is to be exported in bulk, each bag is opened and emptied at the hatchway. At points other than Rosario, Buenos Aires and Bahia Blanca, where a few terminal elevators are located, the grain not for immediate shipment must be piled in warehouses or in the open, as shown in the engraving. When this is done at points along the

River Parana it is later easily loaded into vessels as the banks are high and it is possible to load with chutes from the warehouse to the ship's deck, as shown in the engraving.

Grain storage facilities at the terminal markets or export points of Argentina have a capacity of about 17,000,000 bus., including the sheds and warehouses. Only 8,000,000 bus. of this amount is elevator storage, all of which is located at the three ports mentioned. The sheds, warehouses and elevators thruout the country provide storage for 211,000,000 bus. The great lack of country elevators is being keenly felt by the producers of grain and they have on several occasions petitioned the Government for assistance in the matter of obtaining grain handling plants. With no mechanical means of handling, drying or conditioning their grain they realize that they are subject to large losses annually on account of deteriorated grain. The National Congress has considered several plans within the last year or two providing for a system of elevators thruout the country and at terminal points, but nothing practical has yet been devised. The producers are also finding the sacks an expensive evil as they must pay close to 15c each for the bags, not to mention the greater cost of handling bagged grain than if it were in bulk.

Argentine wheat is bought and sold at the export markets according to rules and grades formulated by the six leading export firms. The contract in general use specified that wheat must be sound, dry and clean, and that it must weigh 62.2 lbs. per Winchester bushel. Wheat of a specific weight five pounds less than the standard is acceptable on contracts, but it is subject to discount. Likewise if the grain weighs more than 62.2 pounds a premium is given.

The Argentine Government and the grain producers of the country have for the last year been offering inducements to American grain firms to operate Argentine elevators, but these inducements have never been sufficiently attractive to tempt the companies approached. But if the American system of harvesting, handling and conditioning grain is ever introduced into Argentina the country's grain trade will become much more of a factor in the world's commerce than it is at present, laboring under the disadvantages of primitive methods from the farm to the exporting terminals.

WE DO NOT want to be without the Grain Dealers Journal.—J. W. Boyd, pres. J. W. Boyd Grain & Commission Co., Joplin, Mo.

WE ARE INFORMED that the Grain Dealers Journal is one of the best grain papers on the market.—Fair & Martin, Inc., Atlanta, Ga.

ARGENTINE GOVERNMENT, it is reported, will place an embargo on exports of wheat, on account of the unfavorable prospects of the new crop.

I HAVE been out of the grain business for 8 years but I have not found a place where I can do without the Grain Dealers Journal.—W. F. Banta, Ridgefarm, Ill.

THE MANY FRIENDS of Lee G. Metcalf, of Illiopolis, Ill., will be pleased to learn that Mrs. Metcalf is doing well and is expected ultimately to regain her health and strength as the result of a second surgical operation recently in a Chicago hospital.



Loading Bagged Grain into Vessels from Warehouses at Rosario.



Receiving and Weighing Grain at a Country Station. From Yearbook, U. S. Dept. of Agriculture.



# Grain Trade News

## ARKANSAS

Little Rock, Ark.—The Darragh Co. is building a concrete storage house, of about 20,000 bus. capacity. Kaucher, Hodges & Co. are directing the work.

Little Rock, Ark.—Construction work on the 40,000-bu. elvtr., 60x22-ft. warehouse, and 500-bbl. meal mill for the J. F. Weinmann Mlg. Co. is under the direction of Kaucher, Hodges & Co.

Little Rock, Ark.—Yeggmen blew the safe in the office of the Tom Hill Grain Co. Nov. 4, securing \$266.54 in cash. Several sacks of flour were placed around the safe to deaden the sound of the explosion.

Imboden, Ark.—The regular grain dealers here are the Johnston Mlg. Co., Wilson Mlg. Co. and A. W. Lindsay, who succeeded Taylor & McKamey. The report that the Imboden Elvtr. Co. operates an elvtr. at this place is incorrect. The Wilson Mlg. Co. has no elvtr.—D.

## CALIFORNIA

Alameda, Cal.—The report that the Lowell Grain & Mlg. Co. had engaged in the grain business is incorrect.

San Francisco, Cal.—No definite plans have been made regarding the erection of an elvtr. at Mission Rock.—John Barneson.

Stockton, Cal.—Additional wheat storage bins will be erected at the plant of the Sperry Mill Co., with a capacity of 3,500 tons.

San Francisco, Cal.—All warehousemen, operating as public utilities, are directed to post a notice in each warehouse showing the official name of the concern as filed with the state railroad commission, in a letter sent by the commission in compliance with a request from the Grain Trade Ass'n of the Chamber of Commerce. Confusion, the result of warehouses being designated by more than one name, has brot about the duplication of memoranda collected by the Chamber of Commerce.

## CANADA

Toronto, Ont.—The Merchants Grain Co. has succeeded the F. A. Guy Grain Co.

Ft. William, Ont.—The Roy Elvtr. Co., Ltd., has been organized with a capital stock of \$100,000.

Medicine Hat, Alta.—James Richardson & Sons, Winnipeg, Man., have opened an office here, with H. Y. Johnson as mgr.

Ottawa, Ont.—Certain changes in the Grain Act were urged by representatives of the hospital elvtr. interests, for the benefit of their business, at a hearing before Sir George Foster, minister of trade and commerce, and Hon. Arthur Meighen, solicitor-general. The delegates, comprising D. W. Black, M. W. Paterson, W. Sterling, C. H. Leaman and F. H. Bole, of Ft. William, and James R. Murray and W. L. Leach, of Winnipeg, read a lengthy memorial, in which in particular they urged that an amendment be made at the next session permitting of mixing or blending of grain. They declared that the system was to the interests of both elvtr. and the producer and contended that since the Grain Act was passed in 1912 a great change has taken place in the attitude of the producers toward the system. The dept. also urged that it be given the right to take Nos. 1 and 2 Northern grades, which was granted. It asked that it be granted private elvtr. licenses as well as hospital elvtr. licenses, which have developed tremendously since the passing of the Grain Act in 1912. The minister proposed that the representation of the deputation would have his closest attention.

Montreal, Que.—The Ogilvie Flour Mills Co. has added 21 elvtrs. to its system during the past year, which gives it a total of 168 elvtrs.

Lethbridge, Alta.—A. P. Vorhees, who was agt. of the Ogilvie Mlg. Co. in southern Alberta, was sentenced Nov. 15 to serve 18 months in the provincial jail for defrauding the company of the money on about 7,000 bus. of wheat on tickets for wheat that has never been delivered. Nelson Bros., of Magrath, who are alleged to have received most of the money, are being tried on similar charges.

## WINNIPEG LETTER.

The business of the Continental Grain Co. has been liquidated.

George Porter, grain broker with H. McBean, died Nov. 15, following a brief illness.

The N. Bawlf Grain Co., with headquarters at this city, has been incorporated, with a capital stock of \$500,000, to do business in Saskatchewan.

Peter D. Brown, charged with fraudulently obtaining \$4,000 from the Grain Growers Grain Co., Thompson Sons & Co., and the Canada Atlantic Grain Co., of this city, by forging signatures of agts. to Bs/L, and securing advances on grain supposed to have been shipped, appeared before the police magistrate Nov. 21. His case was remanded for 2 days to give him an opportunity to consult counsel before electing how he shall be tried. The Grain Growers Grain Co. sent him an advance of \$2,000, while the others sent \$1,000 each. The offences were committed early this month at Dunelm, Sask., where Brown was employed by a farmer. Soon after the advances had been sent the companies discovered that they had been victimized and placed the matter in the hands of the police. When arrested Brown had \$2,400 in his possession.

## COLORADO

Vona, Colo.—I am going out of the grain business.—J. E. Ansell, agt. Snell Mill & Grain Co.

Flagler, Colo.—We are no longer engaged in the grain business.—A. G. Waters, of Waters Bros.

Broomfield, Colo.—C. A. Graves has been placed in charge of the recently completed elvtr. of the Longmont Farmers Mlg. & Elvtr. Co.

Glenwood Springs, Colo.—We have erected a 20-ft. addition to our flour and feed warehouse in West Glenwood, to make room for feed products.—G. W. Farmer, mgr. Farmers Mlg. & Power Co.

Burlington, Colo.—We contemplate installing an automatic dump controller and an oat clipper or other equipment to clean up smutty wheat, of which we are getting a quantity.—John Meyers, mgr. Equity Exchange Co.

Oak Creek, Colo.—A large elvtr. will be built in the spring by Samuel M. Bell, who has bot the interest of his partner, C. B. Raney, in the Oak Creek Feed & Trading Co. Plans are being made for the organization of a company.

Arapahoe, Colo.—R. E. Finnigan, formerly mgr. of the Equity Exchange at Burlington, is out of the grain business. He is not connected with me as was recently reported. I will not erect an elvtr. at this point but am now building at Sharon Springs, Kan.—O. H. Ketcham.

## IDAHO

Jerome, Ida.—The Jerome Mlg. & Elvtr. Co. has installed a Hall Signaling Grain Distributor in its new elvtr.

Kuna, Ida.—E. L. Webb, of Vona, Colo., has bot the property of the Kuna Mlg. & Elvtr. Co. from H. C. Egelas, prop.

Hansen, Ida.—The 30,000-bu. elvtr., under construction for the Farmers Society of Equity, is being rushed to completion.

Twin Falls, Ida.—The 30,000-bu. elvtr., for which the Equity Elvtr. Co. recently let contract, is rapidly nearing completion.

Fenn, Ida.—The Wren & Greenough Co. has completed its 60,000-bu. elvtr., on the Camas Prairie R. R., and H. J. Kressley has taken charge. It is operated at present for the exclusive use of the owners, who have a 3,000-acre ranch adjoining Fenn. Outside grain will be handled later.—X.

## ILLINOIS

Loda, Ill.—The Farmers Elvtr. Co. has been organized.

Weston, Ill.—Walter Luhning is the new mgr. of the Weston Grain Co.

Carlinville, Ill.—The elvtr. of Christian Fieker, on the Alton, burned Nov. 3.

Hutsonville, Ill.—We have dissolved and discontinued business.—Newlin Bros.

Reddick, Ill.—A new driveway is being constructed by the Farmers Elvtr. Co.

Assumption, Ill.—The new elvtr. of the Lacharite Grain Co. is now in operation.

Humrick, Ill.—The Farmers Elvtr. Co. is building an addition to its corn cribs.

Curran, Ill.—The Central Illinois Grain Co. is installing a Boss Air Blast Car Loader.

Cairo, Ill.—The examination of inspectors of shelled corn was held in this city Nov. 10.

Broadwell, Ill.—E. B. Conover and Holmes & Maurer have installed Boss Car Loaders.

Tolono, Ill.—Wm. Murray, of Champaign, has opened his new 40,000-bu. elvtr. for business.

Buckhart, Ill.—H. C. Ratz is no longer mgr. of the Farmers Grain Co.—T. F. Sturdy, mgr.

Bourbon, Ill.—C. E. Davis, of Arthur has bot the recently acquired elvtr. of F. W. De Hart.

Champaign, Ill.—The Beach-Wickham Grain Co. will open an office here with E. G. Ogden as mgr.

Mackinaw, Ill.—The Mackinaw Grain & Stock Co. has increased its capital stock from \$5,000 to \$8,000.

Cissna Park, Ill.—The Cissna Park Grain & Coal Co. has installed a gasoline and kerosene engine in its elvtr.

Stillman Valley, Ill.—The Neola Elvtr. Co. is building a 108 ft. lumber shed in connection with its elvtr. here.

Homer, Ill.—The Farmers Elevator Co. has been organized with C. H. Wallace as chairman and Loren Clark, sec'y.

Sullivan, Ill.—E. W. Davis has put in use one of his new storage bins, which has a capacity of about 12,000 bus.

Kankakee, Ill.—John Whiteside, of Chicago, is now with J. E. Bennett & Co., Chicago, at their branch office here.

Alton, Ill.—Contract has been let by the Stanard-Tilton Mlg. Co. for an addition to its plant, to cost approximately \$25,000.

Campus, Ill.—The elvtr. of the Campus Grain Co. burned to the ground Oct. 30. A 25,000-bu. elvtr. will be erected at once.

Myrtle, Ill.—C. E. Balhuff has been retained as mgr. of the elvtr., which the H. A. Hillmer Co., of Freeport, took over from A. E. Clevidence.

Harvel, Ill.—The elvtr. of the Farmers Elvtr. Co. was threatened by fire Nov. 6 when a spark fell among some corn shucks near a pile of lumber.

Shawneetown, Ill.—The Farmers Elvtr. Co. of Shawneetown, and not the Farmers Union, bot the elvtr. of Hole & Gale Bros. This is a stock company, composed of farmers, with J. E. Logsdon as pres., Al. Wiseheart, sec'y, and myself, general mgr.—Theo. Pelhank.



Blandinsville, Ill.—The Sharp Grain Co. incorporated; capital stock, \$5,000; incorporators, Frank E. Sharp, Shirley E. Sharp and L. E. Sharp.

Reese, Ill.—Material is on the ground for our new sheller plant, contract for which is held by the Newell Construction Co.—Farmers Elvtr. Co.

Deahl Crossing (no p. o.) Ill.—An elvtr. will be built at this station, which is on the I. T. S., 2 miles from Cerro Gordo. Chas. Moore is interested.

Walnut Grove, Ill.—We are having our plant extensively overhauled and remodeled. The Newell Construction Co. is doing the work.—Bader & Co.

Avon, Ill.—Jos. Bivens is in charge of the 16,000-bu. elvtr., recently completed by A. B. Curtis, of Prairie City. It was placed in operation Nov. 13.

North Henderson, Ill.—We have completed a 16x32 ft. frame feed and seed warehouse in connection with our elvtr. here.—Agt. Neola Elvtr. Co.

Flanagan, Ill.—We built new drives at each end of our elvtr. and are installing a new 25-h. p. Fairbanks Morse Type Y Oil Engine.—Farmers Grain & Coal Co.

Philadelphia, Ill.—F. W. McLaughlin has been retained as mgr. of the Farmers Elvtr. Co. for another year. He is also mgr. of the Farmers Elvtr. Co. at Ashland.

Fulton, Ill.—I have awarded the contract for a new elvtr. and feed milling plant to the Newell Construction Co. Work will be started at once.—W. G. Riordan.

Orleans, Ill.—Wilson Graham, an employe of the Farmers Elvtr. Co., was seriously injured Nov. 10 when he fell from a plank and rolled down a grain chute at the elvtr.

Cabery, Ill.—J. S. Skelly, of Bristol, is now mgr. of the Farmers Elvtr. Co., succeeding Harry Tjardes, who is in charge of the elvtr. his brother bot at Risk sta. (Forrest p. o.).

Ashkum, Ill.—The elvtr. and other buildings of the C. H. Comstock Co. are being covered with galvanized iron. The elvtr. was recently slightly damaged by fire, caused by sparks.

Lake Fork, Ill.—The Mansfield-Ford Grain Co. is rushing work on its new elvtr., which replaces the one burned Aug. 12. It is a wooden structure, covered with corrugated iron.

Bloomington, Ill.—I have taken the management of the office of the E. B. Conover Grain Co. at this place, Al Fernandes having resigned.—J. A. Havey, formerly at Springfield.

Egan, Ill.—I am in charge of the elvtr., which the H. A. Hillmer Co. took over from A. E. Clevidence. The same side lines will be carried with the exception of automobiles.—M. C. Simpson.

Cedar Point, Ill.—Frank Guenther will take charge of the elvtr. of Bonges & Hatton, when J. W. Hatton removes to La Salle to manage the firm's newly established wire office in that city.

Lafox, Ill.—The C. & N. W. Ry. has awarded the contract for a 60,000-bu. feed elvtr. of cribbed construction, metal covered, to be erected at this point by the Burrell Engineering & Construction Co.

Bradford, Ill.—I have sold the grain, feed and coal business here to Peter Termes, of this place, possession to be given Dec. 1. I have bot an elvtr. at Mansfield, O.—R. W. James, Mansfield, O.

Sumner, Ill.—Our plant was totally destroyed by fire Nov. 11. Total loss, \$4,540. We have not decided regarding rebuilding but if we do a small mill will be erected.—D. D. Emerick, of Emerick Mfg. Co.

Ridgefarm, Ill.—Fire Oct. 21 destroyed our dump crib, with 12 dumps, 200 ft. long, 24 ft. wide and 24 ft. high, with a driveway above. The fire was of incendiary origin without a doubt. Loss, \$7,000; insurance, \$1,500. We expect to rebuild in the spring.—J. C. Jones, of Farmers Elvtr. Co.

Paxton, Ill.—The elvtr. of Risser & Rollins burned Nov. 24, together with 30,000 bus. of oats and 11,000 bus. of shelled corn. Loss, \$50,000.

Kemp, Ill.—The Munson & Moss Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, Steve Munson, G. Fred Munson, A. T. and O. J. Moss. This company succeeds Munson & Moss, props. of elvtrs. at this place and Hindsboro.

Decatur, Ill.—The Decatur Grain Standardization Laboratory may be discontinued or transformed into a sampling office. Clark A. Russell, for several years head of the laboratory, and his ass't, George A. Hardgrove, have been called to Washington in connection with the work of the new government grain inspection.

McCarty sta. (Waverly p. o.) Ill.—The Farmers Elvtr. Co. has just completed its 25,000-bu. elvtr., for which it let contract to the Newell Construction Co., and will place it in operation the first week in December. The company has increased its capital stock from \$7,000 to \$9,500 and elected Edward Duewer, pres. and I. L. Sears, mgr.

Lowder, Ill.—The fire, which destroyed our elvtr., was caused by a hot box or the cob burner as it started about an hour after closing the elvtr. Loss on the building, \$8,000; insurance, \$5,500; stock, \$5,000, covered by insurance. We will erect a similar elvtr. on the same foundation.—J. W. Hairgrove, of Hairgrove & Shearburn Elvtr. Co.

Lockport, Ill.—Fire Nov. 24 destroyed the large plant of the Northern Illinois Cereal Co., with a loss of approximately \$150,000. Eighteen girls employed in the packing dept. were hemmed in by fire but made their escape when J. A. Martens, foreman, made a path of safety by means of a chemical extinguisher. The fire started in the roller mills and was not discovered until 2 hours after closing time.

Allenville, Ill.—The frame iron clad elvtr. of Jesse B. Tabor, operated as the Tabor Grain Co., burned Nov. 4, together with 18,000 bus. of grain. Total estimated loss, \$25,000; covered by insurance. The office and coal sheds were not damaged by the fire, which is thot to have started from a spark from the boiler furnace in the cob room. Mr. Tabor is now building iron cribs to store corn until another elvtr. is erected.

Windsor, Ill.—The elvtr. war, which has been waged here for several years, broke out afresh one night recently, when men, who were guarding 4 grain cars that had been set out that afternoon by the Big Four, for the Windsor Grain Co., were overpowered by employes of the rival grain firm, Munson Bros., and one of the cars confiscated, run to the elvtr. and loaded with wheat. As Munson Bros. were unable to secure cars and having an order for grain that it was essential to ship at once, they took this means of doing so.

## CHICAGO NOTES.

A vote on the four proposed amendments to the rules of the Board of Trade will be taken Nov. 29.

E. J. Anderson, for 30 years connected with grain brokerage offices on the Board of Trade, died Nov. 15.

E. W. Wagner, the well known grain commission merchant, has recently been elected a member of the New York Cotton Exchange.

The National Malting Co. sustained a loss of \$10,000 on Nov. 17 when fire destroyed tons of malt and hops in its 5-story brick plant.

E. G. Heeman has resigned as floor mgr. for E. W. Wagner & Co. and engaged in the brokerage business on his own account.

C. S. McKinstry, for about 13 years connected with the grain trade of New York, has come to this city to take a position with the Armour Grain Co.

Thomas Hunter, who is seeking the appointment as state grain inspector, circulated a petition on the Board of Trade, where he obtained many signatures.

The Board of Trade Weighing Dept. held a business meeting recently in the smoking room of the Board of Trade, attended by the employes of the dept.

Fire Nov. 17 destroyed grain and flour, valued at \$100,000, at the plant of H. C. Knoke & Co. Several cars of grain on the railroad track were damaged. The estimated loss is \$300,000.

Three burglars early Nov. 21 entered the office at the elvtr. of Keelin Bros., knocked the combination of the safe, and took \$20. As the watchman, who discovered them had no revolver, they escaped.

Charles Lichtenberger, Jr., 61 years of age, died Nov. 15 from heart disease. He was a member of the Board of Trade for 40 years and was a partner of Howard, Bartels & Co., compilers of the Daily Trade Bulletin.

John P. MacKenzie, aged 50 years, a grain broker associated with A. V. Booth & Co., died Nov. 18, from a hemorrhage of the lungs. He was walking in the park when taken ill. A widow and 3 children survive.

MacKenzie & Day will dissolve partnership by mutual consent Dec. 2. John F. MacKenzie will be associated with Shearson, Hammill & Co., and W. S. Day, M. M. Day and George R. Graham will be connected with Simons, Day & Co.

George E. Root, who had been representing Thomson & McKinnon in the wheat pit on the floor of the Board of Trade, died Nov. 10 of pneumonia. He was 52 years of age and had been a member of the exchange for a number of years.

Horace E. Jackson, of Jackson Bros., while hunting in the north woods of Minnesota, was caught in a blizzard and lost his way. He was found 4 days later, almost exhausted from exposure and lack of food. Mr. Jackson is fully recovered and has returned to his office.

One unit of the large elvtr., under construction for the Armour Grain Co., on the banks of the Calumet, will be finished by the first of the year. In itself it will be larger than any other elvtr. in Chicago. When the elvtr. is completed it will have a capacity of 10,000,000 bus.

William L. Kroeschell, of Winnetka, who was a member of Gerstenberg & Kroeschell from 1881 to 1900, shot himself thru the head Nov. 23, and died instantly. It is said that the fear of losing his memory prompted the act. Mr. Kroeschell, who was 61 years of age, was a member of the Board of Trade.

The firm of Simons, Day & Co. has been incorporated to do a general commission business in grain, stocks, cotton and provisions, with offices at 330 Postal Telegraph Bldg. The officers are Charles Baker, pres., W. S. Day, sec'y, and Joseph Simons, treas. and general mgr. The other members of the firm are M. M. Day, J. George, R. Graham, M. J. Bloom, Fred C. Sawyer and B. F. Schwartz.

High values of grain in store have made it practically impossible to get insurance to cover the full value, as the underwriters decline to assume more than a certain amount on a single risk. In turn this has made it impossible to comply with the rule of the Board of Trade, Rule XXI, section 5, requiring deliveries of warehoused grain to be accompanied by insurance equal to "at least 85 per cent of the market value," and the directors of the Board accordingly have posted for ballot an amendment striking out those words and substituting "as near the full market value as it is possible to obtain," effective Dec. 1, 1916. While this makes it possible to comply with the rules, there remains the difficulty of getting adequate insurance, which is serious, considering the use of warehouse certificates as collateral for loans, as in order to give the lowest rate of interest the banker should be secured against loss.



Edward C. Badenoch and J. H. Zorn have applied for membership in the Board of Trade. Orphy Friedman, Franz A. Stude, Frederick W. Goessele, Gustave M. Weil, John Kroutil, Anthony E. Barrett and John W. McGraw have been admitted to membership and the memberships of John C. Schwartz, David A. Badenoch, O. G. Smith, Albert F. Weinberger, Geo. W. Maddin and the estate of John P. MacKenzie have been posted for transfer. Memberships are quoted at \$7,500 net to buyer.

C. W. Austin, after 19 years with the Erie Railroad and the last 4 as grain agt. and ass't mgr. of the Erie Elvtr., New York, has resigned to take an interest in the Chicago Grain & Salvage Co. Mr. Austin made a host of friends in the New York trade and they showed their appreciation of his many excellent qualities by presenting him with a beautiful Tiffany Watch and platinum chain, together with a testimonial of their appreciation on vellum. Mr. Austin's long experience in serving the grain trade thoroughly fits him for the handling of salvage of dealers so unfortunate as to have a fire. The company expects to prepare to handle all kinds of off grade grain.

Branch offices have been opened by E. Lowitz at four additional points in Illinois, with complete facilities for handling cash grain and the execution of orders for future delivery. C. L. Carter at Kankakee, Jas. Gordon at Peoria, R. H. Cloke at Danville, and a manager yet to be named at McComb, will have charge and will actively solicit the patronage of grain shippers in their respective territories. Each office will have direct private wires to Chicago, and the service will be such as to assure the continued success of the cash grain department of the firm, of which Sam Finney is manager. The financial end is looked after by Mr. Lowitz, for 33 years engaged in the grain brokerage business, and with John F. Barrett, another member of the firm whose opinions on future prices are valued, the three make a winning combination. The growth of the cash grain department under Mr. Finney's management has made additional office space necessary on the floor above the main office, where Mr. Finney will be found at Room 68 Board of Trade.

#### PEORIA LETTER.

J. A. Waring, of T. A. Grier & Co., and W. F. Andrews have applied for membership in the Board of Trade.

Examinations for government grain inspectors and supts. under the new grain standardization act, effective Dec. 1, were held in this city Nov. 14.

W. F. Andrews has taken charge of the branch office of Lamson Bros. & Co., of Chicago, and has applied for membership in the Peoria Board of Trade.

The Peoria Malting Co. has obtained a permit for the erection of a brick malting house, to cost \$40,000. It will be equipped with machinery, costing \$200,000.

The erection of a concrete elvtr., to replace the Iowa Elvtr., which burned some time ago, is being discussed and will be decided either way within a few days.

A notice has been posted by the Burlington and Central City Elvtrs. to the effect that their charges for transferring grain will be increased from  $\frac{3}{4}$  c to  $\frac{1}{2}$  c per bu.

We have decided to discontinue our office in this city and will turn over our business here to the Harwood-Young Co., a new firm composed of young men, who are absolutely reliable in every particular.—Carhart, Code, Harwood Co., Chicago.

The officers of the recently incorporated T. A. Grier & Co. are T. A. Grier, pres., E. V. Maltby, vice-pres., Samuel Thomas, treas. and J. A. Waring, sec'y. Mr. Grier and Mr. Waring will be in active charge of the business at this city. Messrs. Maltby and Waring have been for many years connected with the cash grain business in Chicago, Mr. Waring having been with Hulburt, Warren & Chandler.

The Great Western Distillery will erect an addition to increase the capacity of its milling plant, at a cost of \$30,000.

#### INDIANA

New Waverly, Ind.—I am quitting the grain business.—A. J. McFadden.

Evansville, Ind.—Clarence Specht is no longer with the Independent Grain & Hay Co.

Shirley & Jones, of Lebanon, have been admitted to membership in the Indiana Grain Dealers Ass'n.

Butler, Ind.—Charles Noragon, of Noragon & Son, grain dealers, died of typhoid fever Nov. 17 at the age of 35.

Crown Point, Ind.—E. H. Hipon has bot the elvtr. of the estate of E. F. Schroeder from John H. Schroeder, administrator.

Talbot, Ind.—I have accepted a position with the W. B. Foresman Co. at this place.—J. W. Geary, formerly at Freeland Park.

Earl Park, Ind.—The Flinn Grain Co. incorporated; capital stock, \$46,000; incorporators, Louis H. Jordan, John Flinn and Joseph R. Gaunt.

Freeland Park, Ind.—Chas. Jewell has succeeded me as mgr. of the elvtr. of W. J. Ladd & Co. and I have removed to Talbot.—J. W. Geary.

Hobbs, Ind.—Carl Jessup, who was until recently a partner with Lute Cook in the elvtr. here, on Nov. 14 purchased the elvtr. of John R. House & Son for \$10,000.

Jeffersonville, Ind.—The Farmers Distributing Co. incorporated to handle grain, feed, etc.; capital stock, \$100,000; incorporators, James Marra, Martin Conroy and others.

La Grange, Ind.—Work is progressing on the 15,000-bu. elvtr., which the Home Grain Co. is building to replace its house, that burned Oct. 17. It will be completed not later than Dec. 25.

Whiteland, Ind.—We are operating the plant, which we purchased from the Amo Mill & Elvtr. Co., under the name of Valentine & Valentine.—Raymond H. Sellers, of Valentine & Valentine, Franklin.

Advance, Ind.—J. R. McConaughy has sold his interest in the elvtr. of the Advance Grain Co. and bot an interest in elvtrs. at Earl Park and Robb. One has a capacity of 140,000 bus. and the other, 75,000 bus.

Fowler, Ind.—The recently incorporated Fowler Grain Co., composed of Orvel F. Johnson, Lemuel Shipman and Frank Cones, has taken over the business of the old Fowler Grain Co. and it will be controlled by Mr. Johnson.

Ober, Ind.—The elvtr. of E. H. Polen burned Nov. 6, together with 1,000 bus. of wheat, 1,000 bus. of rye and 400 bus. of cow peas. Insurance, \$5,000. The elvtr. was under a contract of sale to Medbourn & Castleman, of Culver.

Reedville sta. (Fountaintown p. o.) Ind.—We have remodeled our elvtr. and increased the capacity to 20,000 bus. A 20 h. p. electric motor has been installed and the house was opened Nov. 15 to receive the new crop.—C. A. Anderson, agt. Patten & Zike.

Rockport, Ind.—We have just completed a 15,000-bu. corn storage, equipped with a wagon dump, elvtr. for filling and drag for taking corn out. We will install a sheller with automatic scale so as to complete the arrangement.—Cadick Mfg. Co., Grand View.

West Lebanon, Ind.—Jones Bros. have bot and taken possession of the elvtr. of Hans Stolley, which is valued at \$13,000. Glenn Jones, son of I. A. Jones, will manage this elvtr., and Leslie Jones, son of Hiram Jones, will be in charge of the elvtr. at Rob Roy.

#### INDIANAPOLIS LETTER.

William Locks, Lannes McPhetridge, W. T. Wilson and Edward V. Boteler have been admitted to membership in the Board of Trade.

An examination for the purpose of licensing inspectors of corn to work under the federal supervision of grain inspection, effective Dec. 1, was held Nov. 8. The examination for licensing inspectors of other grains will be held at a later date.

Governor Ralston recently received a letter from the Goodrich Bros. Hay & Grain Co., of Winchester, Ind., giving detailed information on the shortage of coal at different yards in the state and the failure of the carriers and coal operators to fill orders for cars and coal, suggesting that the railroads be ordered to cease loading flat cars with gravel, stone and building material, and that coal loaded on these cars be embargoed from leaving Indiana.

#### IOWA

Blanchard, Ia.—Seth Russell is the new mgr. of the Farmers Elvtr. Co.

Farragut, Ia.—H. G. Loonan has completed his new elvtr. at this point.

Duncan, Ia.—We have painted our elvtr. at this station.—Hubbard Grain Co., Mason City.

Mt. Union, Ia.—The Farmers Elvtr. Co. has an office and scale shed under construction.

Weldon, Ia.—The O. A. Talbott Co. has built new cribs and coal sheds in connection with its elvtr.

Lake Park, Ia.—The Theo Sindt Grain Co. has made extensive repairs to the engine room at its elvtr.

Richards, Ia.—A new foundation has been placed under the elvtr. of the Quaker Oats Co.—K. T. Melick, agt.

Anderson, Ia.—T. W. Hutchinson is making improvements in his elvtr. in order to handle the new corn crop.

Cylinder, Ia.—We have installed a new 6-h. p. gas engine in our elvtr. here.—Hubbard Grain Co., Mason City.

Holland, Ia.—We have taken over the elvtr. of John Frerichs at this place.—Merchants Elvtr. Co., Davenport.

Malcom, Ia.—W. E. Johnson, formerly mgr. of the Farmers Elvtr. Co. at Dayton, is now employed at an elvtr. here.

Ft. Dodge, Ia.—J. D. King, operator at Sioux City for E. W. Wagner & Co., has been made mgr. of our office here.

Crystal Lake, Ia.—Our elvtr. at this place has been painted.—W. H. Hubbard, pres. Hubbard Grain Co., Mason City.

Essex, Ia.—The Farmers Co-operative Exchange has erected a 45-ft. smoke stack on its recently acquired elvtr. and roller mills.

Bremer sta. (Waverly p. o.) Ia.—A. Jahnke, prop. of the Bremer Grain Co., has let contract for the erection of a 10,000-bu. elvtr.

Shenandoah, Ia.—The Grain Growers Elvtr. Co. will dissolve and discontinue business. The company sold its elvtr. in September, 1914.

Cedar Rapids, Ia.—We expect to have a government grain inspector and a supervisor at this point after Dec. 1.—King-Wilder Grain Co.

Miller, Ia.—We have repaired our elvtr., installed a manlift and built a new brick engine house and approach.—Hubbard Grain Co., Mason City.

Doon, Ia.—Mr. Himes is now agt. of the Atlas Elvtr. Co. here, having been transferred from Page, Neb., where the company sold its elvtr.

Eldon, Ia.—An office is being erected in connection with the recently completed elvtr. of the O. A. Talbott Co. and the scales will be enclosed.

Columbus Junction, Ia.—Our milling and ear corn shelling plant has been completed. Storage for 20,000 bus. is provided.—Sprague & Webb.

Remsen, Ia.—G. W. Schroeder reopened his elvtr. Nov. 16 after making a few minor repairs. The elvtr. was formerly operated by Schroeder & Kohlmeier but it has been closed for several years.



New London, Ia.—The new roof of our elvtr. has now been completed by the Newell Construction Co. which had the contract.—Farmers Elvtr. Co.

Des Moines, Ia.—The business of Wright & McWhinney has been absorbed by the Des Moines Elvtr. Co., which is now operating their line of elvtrs.—N.

Woodward, Ia.—A. A. Cook has purchased the interest of his brother in the elvtr. of Cook Bros. and he will now operate it under his own name.

Ortonville, Ia.—Material is on the ground for the construction of our new 15,000-bu. elvtr. The Newell Construction Co. will do the work.—Farmers Elvtr. Co.

Hinton, Ia.—O. J. McIntyre has succeeded me as agt. of the Thorpe Elvtr. Co. and I am now buying ear corn for the Mystic Mlg. Co. at Leeds.—J. J. Harvey.

Monona, Ia.—We have awarded the contract for a 25,000-bu. elvtr., transfer and cleaning plant at this point, to the Newell Construction Co.—Gilchrist & Co., McGregor.

Fairfax, Ia.—Work is being rushed on our 300-ton coal elvtr., the foundation for which is completed. The Newell Construction Co. is doing the work.—Farmers Elvtr. Co.

La Porte City, Ia.—I have been on the sick list since Oct. 30, in a hospital at Savannah, Mo., but am now at home.—W. H. Bickel, traveling representative Kemper Grain Co.

Pocahontas, Ia.—Phil Rivard has let contract for an elvtr. to the Younglove Construction Co. Work will start at once on the building, which will be 28x32 ft., with 40 ft. cribbing.

Cedar Rapids, Ia.—The Western Grain Dealers Ass'n, thru its sec'y, Geo. Wells, held a meeting here Nov. 10 at which the new corn grades were discussed. About 40 Iowa dealers were in attendance.—W.

Auburn, Ia.—The foundation of our new 40,000-bu. elvtr. has been completed and material for the balance of the plant is on the ground. The Newell Construction Co. has the contract.—Farmers Elvtr. Co.

Aplington, Ia.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, E. G. Stockdale, pres., and others. The company bot and took possession Nov. 13 of the elvtr. of A. Ontjies, Jr.

Anderson, Ia.—An elvtr. and warehouse will be erected by E. G. Haning and Wilbur Goy, of Tabor, before Jan. 1. The elvtr. will have a capacity of more than 10,000 bus. and will be equipped with up-to-date machinery.

Des Moines, Ia.—W. G. Case was placed in charge of the local office opened by the Marshall Hall Grain Co., of St. Louis, Mo. on Nov. 1. The local branch will conduct a general grain and brokerage business, maintaining offices in the Hubbell Bldg.

Macedonia, Ia.—Naason Young, son of the late T. J. Young, has been selected as mgr. of the grain dept. and elvtr. of the Mickelwaite & Young Co. For the past year he has been engaged in the grain business at Kansas City, Mo. Herbert F. Gustafson has been appointed mgr. of the lumber dept.

Des Moines, Ia.—Pres. Wilder, of the Western Grain Dealers Ass'n, met with a number of railroad officials at this city on Nov. 5 to discuss the question of car shortage. The shippers present signified their willingness to accept increased demurrage tariffs if the carriers would increase and enforce their per diem charge.

West Branch, Ia.—The elvtr. of Joseph Schonborn, containing a quantity of oats and barley, burned to the ground Nov. 16. The fire was started by an engineer trying to thaw out a frozen engine with a torch, which ignited the gasoline. Loss on the building, \$1,200; insurance, \$800; loss on the grain, \$2,000, with no insurance.

## SIoux CITY LETTER.

Wm. J. Corrigan has been placed in charge of the new office of the Updike Grain Co.

Examination of applicants for licenses as inspectors of shelled corn took place Nov. 15 in this city.

J. V. Hamilton, formerly cashier for the Fields & Slaughter Co., has succeeded E. C. Prescott as office mgr.

The annual convention of the Iowa Farmers Grain Dealers Ass'n will be held Jan. 23 and 25 at the Martin Hotel.

W. H. Harter, former mgr. of the Iowa Dakota Grain Co., is now managing the local office of the Quinn-Shepherdson Grain Co.

J. S. Eales, manager of the branch office of the Armour Grain Co. here, has been transferred to the company's offices at Winnipeg, Man.

The Western Grain Dealers Ass'n held a meeting here Nov. 17 to consider the rules and regulations of the sec'y of agriculture under the grain standards act, effective Dec. 1.

E. C. Prescott, for the last 5 years with the Fields & Slaughter Co., has resigned to become local mgr. for Rumsey & Co., succeeding M. C. Brown, who resigned to go with another grain company.

The recent rumor of an elvtr. to be built here, by the St. Paul Ry., is without foundation so far as I can learn. Similar reports gain circulation each year.—C. J. Furst, sec'y Board of Trade.

## KANSAS

Wellsford, Kan.—The Farmers Elvtr. Co. is building a hay warehouse.

Seguin, Kan.—The Seguin Grain Co. has installed a Boss Car Loader.

Axtell, Kan.—New scales are being installed by the Farmers Union.

Page, Kan.—Wm. Vogelgesang is the new mgr. of the Farmers Ass'n.

Maysville, Kan.—New scales have been installed by the Farmers Union.

Murdock, Kan.—The elvtr. of the Farmers Elvtr. Co. will be remodeled.

Jewell, Kan.—The Farmers Union is planning to buy or build an elvtr.

Utica, Kan.—M. Weatherford contemplates the erection of an elvtr. in the spring.

Morrill, Kan.—Gordon Heald has purchased and taken possession of the elvtr. at this place.

Hill City, Kan.—The Farmers Union has bot the Hoffman Elvtr. and employed William Jones as mgr.

Atchison, Kan.—The grain inspection dept. will now be located in offices in the Board of Trade Bldg.

Dent Spur (Great Bend p. o.) Kan.—I am mgr. of the recently organized Dent Spur Co-operative Equity Exchange.—R. A. Northrop.

Gretna, Kan.—The Gretna Grain, Shipping & Mercantile Co. has installed a Boss Air Blast Car Loader.

Penalosa, Kan.—The Farmers Elvtr. Co. has installed an electric light plant in connection with the elvtr.

Eureka, Kan.—A. F. Jenne, of A. F. Jenne & Son, grain dealers, was recently injured in an automobile accident.

Otis, Kan.—J. B. Moore has taken charge of the new 30,000-bu. concrete elvtr. of the Farmers Co-operative Ass'n.

Durham, Kan.—The H. C. Rice Grain Co. has installed a Hall Signaling Grain Distributor in its recently completed elvtr.

Reserve, Kan.—Robert M. Stewart, of R. M. Stewart & Sons, in the grain business here, died recently at Falls City, Neb.

Leon, Kan.—Wm. Wentz has now taken possession of the elvtr. which he purchased several months ago from Sweeney & Hogan.

Hunter, Kan.—The C. E. Robinson Grain Co. has installed a Hall Signaling Grain Distributor in its elvtr., which has just been completed.

Tampa, Kan.—J. B. Bender is pres. and I am mgr. of the Farmers Grain & Supply Co., which recently completed an elvtr. here.—W. F. Gartin.

Cedar, Kan.—H. Thomas has sold his new 19,000-bu. elvtr. to the Farmers Elvtr. Co., which now owns both elvtrs. at this station.—C. R. Latto, Osborne.

Milan, Kan.—The regular grain dealers at this station are I. M. Robertson, Wellington Mill & Elvtr. Co. and the Aetna Mill & Elvtr. Co.—Milan Grain & Elvtr. Co.

Atchison, Kan.—One new application for membership in the Board of Trade has just been filed and 2 new companies are expected to open offices here very shortly.—E. C. Yost.

Atchison, Kan.—A meeting of the grain dealers of northeastern Kansas and northwestern Missouri was held Nov. 21 at this city. The Board of Trade entertained with a dinner before the meeting opened.

Sharon Springs, Kan.—I have erected a 15,000-bu. elvtr. on the U. P. R. R., fully equipped with cleaner, grinder, sheller, wagon scales, and Richardson Automatic Loading Scale.—O. H. Ketcham, Arapahoe, Colo.

Arkansas City, Kan.—Herman Probst, for many years in the grain business here, is critically ill. He owns elvtrs. at several stations in this state and was at one time a member of the Wichita Board of Trade.

Grinnell, Kan.—The report that we had bot the elvtr. of the Shellabarger Mill & Elvtr. Co. is incorrect. We are repairing the old elvtr. of the A. J. Poor Grain Co. here, which we bot some time ago.—Borah & Beougher.

Atchison, Kan.—The quarters of the Board of Trade have recently been enlarged by the addition of 5 more office rooms. One of these has been taken by the Turon Mill & Elvtr. Co., of which J. W. Wyman is mgr.

Bogue, Kan.—The Shellabarger Mill & Elvtr. Co. has boarded up the old corn crib inside and is filling it with wheat. The Kansas Flour Mills Co. has rebuilt its old corn crib, that burst last September, and is filling it with wheat.

Lebanon, Kan.—O. H. Schenck and C. M. Isom have purchased the entire stock of the Lebanon Mill & Elvtr. Co. and are now repairing and building a new office. In the spring they will repair and remodel the elvtr. adjoining the mill, installing a new hopper scale and making the building up-to-date. C. M. Isom will manage the elvtrs. at Bellaire and this place.—Lebanon Mill & Elvtr. Co.



Bill your next Car of Grain  
to  
**HENSEY & OWEN**  
GRAIN COMMISSION  
MILWAUKEE



Bird City, Kan.—Anderson & Trickett operate an elvtr. here, which they bot Aug. 11 from the Equity Mercantile Exchange, which still retains its other elvtr. All others are scoopers.—J. A. Anderson.

Osborne, Kan.—On Oct. 20 I bot the 28,000-bu. elvtr. of H. Thomas and have now taken charge. Mr. Thomas has gone to Ashton, Ida. to engage in the grain business at several points in Idaho.—C. R. Latto, formerly agt. C. F. Robinson Grain Co., Jewell City.

Atchison, Kan.—Receipts of corn on the Board of Trade have been steadily increasing and from widely divergent territory. Atchison is the logical gateway to the great Southwest this year and is commanding the attention of shippers as well as southwestern buyers.—E. C. Yost.

Bloom, Kan.—W. E. Moss, who has been employed as helper in the elvtr. of the Kansas Flour Mills Co. at Greensburg, has been transferred to this station to succeed Mr. Black, who resigned as the company's agt. here.—E. C. Beauchamp, agt. Kansas Flour Mills Co., Greensburg.

Bellaire, Kan.—The elvtr. at this station, formerly owned by O. H. Schenck, will hereafter be operated under the name of the Lebanon Mill & Elvtr. Co., owned by O. H. Schenck and C. M. Isom. Mr. Isom will manage the elvtrs. here and at Lebanon.—Lebanon Mill & Elvtr. Co., Lebanon.

Atchison, Kan.—This city now has storage for 1,000,000 bus. of grain and will soon have to double it. Tentative plans are under discussion for the erection of a large public house of 500,000 bus. or more capacity. However, the cost of materials is almost prohibitive at present.—E. C. Yost.

Harper, Kan.—The Supreme Court of Kansas has reversed the decision of the district court of Harper County, which had found Emory A. Wales guilty of embezzlement as the E. A. Wales Milling Co., bankrupt, of 735 bus. of wheat, as warehouseman, from a farmer named A. W. Mentze. The wheat advanced in price from 90 cents to \$1.30, was ground into flour and sold. The supreme court held that Wales ought to have been permitted to show the jury that he had received nothing for the \$19,000 he had put into the property, that the business was thrown into bankruptcy while he was absent, and that his intent was to pay for the wheat.

#### WICHITA LETTER.

I am now on the road for the Millers Grain Co.—E. W. Noll.

John Hayes, of Winfield, has purchased the membership in the Board of Trade, held by the Hacker Grain Co.

The Wichita Terminal Elvtr. Co. has purchased 3 hooper scales, of 2,000 bus. capacity each, for the elvtr. for which it let contract to the Lehrack Contracting & Engineering Co.

Henry Bird is now connected with the Brooks-Bedell Grain Co. and will be in the country soliciting business the greater portion of the time. He spent 8 years in the grain business in Oklahoma and the past 8 years in Kansas, most of the time connected with the Edward Kelly Grain Co.

#### KENTUCKY

Maysville, Ky.—J. C. Everett & Co., grain dealers, have sold their office building and erected a new one.

Sturgis, Ky.—We recently completed an up-to-date corn crib in connection with our elvtr. and flour and meal mill.—Tradewater Mlg. Co.

Louisville, Ky.—The Thomson Mlg. Co. incorporated; capital stock, \$100,000; incorporators, W. A. Thomson, Sr., W. A. Thomson, Jr., and Keith L. Bullitt. W. A. Thomson, Sr., grain dealer, is building a large concrete elvtr. on the south side.

#### LOUISIANA

Marrero, La.—The elvtr. and warehouse of George B. Matthews & Sons, situated on the river opposite New Orleans, burned Nov. 8 after being in operation only about 30 days. About \$15,000 worth of corn was destroyed. Estimated loss, \$65,000, covered by insurance. Plans are being made for the immediate rebuilding of the plant. This post office was formerly called Amesville.

#### MARYLAND

North East, Md.—The Armstrong Mill has been placed in operation by M. E. McKelvy.

Hagerstown, Md.—The capacity of the elvtr. of E. A. Stickell & Sons will be increased from 75,000 bus. to 100,000 bus. The mill will also be enlarged.

Ellicott City, Md.—The 100,000-bu. reinforced concrete elvtr. and mill for which the C. A. Gambrell Mfg. Co. recently let contract, to replace its burned plant, is expected to be completed by next summer.

#### BALTIMORE LETTER.

The examination for inspectors of shelled corn at this city, under the grain standards act, was held Nov. 17.

J. Carroll Fahey, junior member of John T. Fahey & Co., and Chas. W. Watkins have been admitted to membership in the Chamber of Commerce.

The Norris Grain Co. of Maryland incorporated; capital stock, \$5,000; incorporators, Selma R. Dunn, Edward W. Hughlett and Louis O'Donnell.

William H. Moore, of W. H. Moore & Co., member of the Chamber of Commerce, died recently. A com'te to attend the funeral was appointed by Pres. Legg.

William Kinsey, of Gaithers, while passing the plant of the Baltimore Pearl Hominy Co., was struck on the head and shoulders by a 140-lb. sack of grain, which fell from a chute.

The annual assessment for membership in the Chamber of Commerce was fixed at \$30 for the coming year, at the regular November meeting of the directors. This is the same rate which has been in force for several years.

The Chamber of Commerce will have one grain call each day, instead of 3 as heretofore. This one will be at 12:45 p. m. From now on the official quotations of the chamber will be determined by com'tes appointed for that purpose as calls have been voted a back number.

On Nov. 27 a general meeting of the members of the Chamber of Commerce will be held to consider and pass upon the amendments to the by-laws for the purpose of amending the commission rates and changing certain articles in the by-laws to conform to the requirements of the new grain standards act.

Plans for a new reinforced concrete elvtr., to be erected for the Pennsylvania R. R. at Canton, are now being prepared by James Stewart & Co. Special study is being given to facilitating the rapid handling of grain into and thru the house. It is expected that mechanical dumps will be provided, so that a carload of grain can be emptied into receiving sink in about a minute. Nineteen legs of large elevating capacity will be provided for quick handling. The new house will be adjacent to the reinforced concrete tanks now standing. It is expected to have the plant ready to handle the crop of 1917.

#### MICHIGAN

Roseburg, Mich.—The Michigan Bean Co. will build an elvtr. here.

McBain, Mich.—Wallace Cavanagh has accepted a position with the McBain Grain Co.

Caseville, Mich.—We have sold our elvtr. to the Caseville Elvtr. Co.—C. A. Stockmeyer.

Mayville, Mich.—The Fremont Elvtr. Co. has succeeded Galliver, Yokom Co.—Mayville Mlg. Co.

Port Huron, Mich.—Plans are being considered to convert a brewery here into a grain elvtr.

Kent City, Mich.—The Kent City Produce Co. has completed its new elvtr. and placed it in operation.

Grand Rapids, Mich.—The Watson-Higgins Mlg. Co. is installing electric lights in its elvtr. and mill.

Tecumseh, Mich.—D. Gratz & Son, operating an elvtr. and mill, have installed new machinery in their plant.

Berrien Springs, Mich.—The elvtr., to be established here, will be operated under the name of V. F. Wager & Co.—X.

Midland, Mich.—The Saginaw Grain Co. has improved its elvtr. at this place.—Wm. Reardon, mgr. Midland Elvtr. Co.

Sanford, Mich.—Chatterton & Son, of Mt. Pleasant, have bot the elvtr. of W. H. Allswede, taking immediate possession.

Alpena, Mich.—The Alpena Roller Mill has discontinued the grain business and there are no elvtrs. located at this station.—A.

Dighton, Mich.—We operate the only elvtr. at this station and have been annoyed with scoop shovelers.—Dighton Grain Co.

Whittemore, Mich.—The Whittemore Elvtr. Co., of which Henry Jacques is mgr., has installed electric lights in its elvtr. and warehouse.

Richmond sta. (Lenox p. o.) Mich.—I have sold the elvtrs. and mill here, which I recently purchased, to the Commercial Mlg. Co., of Detroit.—G. R. Davidson.

Fenton, Mich.—We disposed of the elvtr. of Burdick Potter & Son at private sale to the Fenton Elvtr. Co., which is a branch of the Isbell Elvtr. Co., of Jackson. Joe Olk is mgr.—J. B. Potter.

Schoolcraft, Mich.—Thomas & Harvey have sold their elvtr. here and at Flowerfield to A. D. Stuart and Geo. H. Stuart, of this city, who will take possession Dec. 1. Thomas & Harvey retain their interests at Constantine and Moorepark.

Nunica, Mich.—Robert Brown has a 7,000-bu. elvtr., on the Grand Trunk, which is now about full. It was broken into recently and robbed of \$50 in checks and currency. The checks were later found outside but \$27 in cash was taken.—X.

Escanaba, Mich.—We have no elvtr. but operate a large warehouse on the E. & L. S. R. R. and will have another warehouse, on the C. & N. W. R. R., next spring. We receive most of our cars sacked.—Hewett Grain & Provision Co.

Midland, Mich.—The Orr Bean & Grain Co. is a change in the name of the Fahrner Elvtr. Co. It does not operate a plant in Saginaw but the pres., W. J. Orr, who is also pres. of the Michigan Bean Jobbers Ass'n, has an office there.—A. J. Goulet, mgr.

Fremont, Mich.—The regular grain dealers here are the Farmers Feed & Elvtr. Co. and our firm, which operates a 7,000-bu. elvtr. and mill under the name of the Crescent Mills. A company is scooping some grain at this point.—Walters Bros.

Clark Lake, Mich.—The elvtr., which has until recently been managed by C. E. Tompkins, will be taken in charge by Loomis Bros., of Liberty, owners of the business. Mr. Tompkins has removed to Jackson. The elvtr. is open only 3 days each week.

Salzburg sta. (Bay City p. o.) Mich.—Work on the elvtr., under construction for the Cass City Grain Co., is being rushed and the building is expected to be finished by Jan. 20. It is a frame structure and is one of the 11 elvtrs. in this state, which the company owns. The grain bins, which have a capacity of 24,000 bus., are practically completed.



## MINNESOTA

Litchfield, Minn.—The old elvtr. of the Cargill Elvtr. Co. has been dismantled.

Le Sueur Center, Minn.—The Winter-Truesdell-Ames Co. has closed its elvtr. Belleplaine, Minn.—Work has been started on an elevator for the recently organized Farmers Elvtr. Co.

Argyle, Minn.—F. E. Barsaloux is preparing to build a new elvtr. in the spring, to replace the one burned Oct. 25.

Carlton, Minn.—The office of the Carlton Mill & Elvtr. Co. was entered recently and a typewriter and other articles stolen.

Marshall, Minn.—James Fosvedt has succeeded C. W. Christensen as agt. of the Atlas Elvtr. Co. here.—N. H. Mongeau, agt. Northwestern Elvtr. Co.

Duluth, Minn.—W. O. Timmerman has been admitted to membership in the Board of Trade and the membership of C. H. Christensen has been withdrawn.

Luverne, Minn.—Having disposed of a half interest in my grain business to Harry Miller, of Olin, Ia., the firm is now the Coffee-Miller Grain Co.—John P. Coffey.

Granada, Minn.—Having purchased the elvtr. of the De Wolf & Wells Co., I now own one of 15,000 bus. capacity and one, with a capacity of 20,000 bus.—Geo. E. Winzenburg.

Savage, Minn.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$2,500; incorporators, Frank Dowdle, J. P. Connelly, and others. The company will build an elvtr.

Menahga, Minn.—F. J. Johnson has purchased the interest of his brother, J. C. Johnson, in the elvtr. of Johnson Bros., which is now being operated under the name of the Independent Elvtr. Co.

Meriden, Minn.—Leo Haas has been appointed grain buyer and mgr. of the recently incorporated Farmers Elvtr. & Mercantile Co., which bot and took possession Nov. 15 of the elvtr. of the L. G. Campbell Mfg. Co.

St. Paul, Minn.—Bills for the next legislature to divorce the state grain inspection from the railroad and warehouse commission were recommended and ordered drawn Nov. 14 by the state efficiency and economy commission.

St. Paul, Minn.—Fire Nov. 8 threatened to destroy the elvtr. of Jameson, Hevener & Co., when machinery became overheated, causing a blaze in the cupola. As the fire was quickly extinguished with automatic sprinklers, the damage was only \$100.

## MINNEAPOLIS LETTER.

The Twin City Trading Co. has let contract for a 300,000-bu. fireproof working house, in connection with Elvtr. "A," to the Barnett & Record Co.

The new 1,200,000-bu. reinforced concrete and steel Soo Elvtr., leased to the Bartlett, Frazier Co., has been placed in operation. Jesse Ridge is supt.

The Bartlett, Frazier Co., of Chicago, Ill., which was organized here last year to engage in the cash grain business, has increased its capital stock from \$200,000 to \$1,500,000.

Julius Anderson has received a traveling representative's license to represent the Great Western Grain Co. and L. L. Benjamin has applied for a license to represent the E. L. Welch Co.

John Pleger, foreman for the Midland Linseed Products Co., while on his way home from the plant Nov. 23, was shot from ambush and died later at a hospital. Two employees, who were reproved by him the day before, are suspected of the crime.

Owners of wooden elvtrs. are having a great deal of trouble in getting sufficient insurance to cover the risk on contents. Many of the elvtrs. are not being filled to capacity on account of the value being doubled and the maximum insurance not increased.

D. S. Warwick, of the Millers Grain Co., Wichita, Kan., has been admitted to membership in the Chamber of Commerce. The following memberships have been transferred: From C. B. Catlin to Geo. H. Harding, W. B. Parsons to H. F. Shepherdson, and M. E. Brandt to T. V. Coleman.

The Grain Growers Grain Co. incorporated; capital stock, \$50,000; incorporators, Maurice E. Scroggins, Ralph W. Scroggins and Florence S. Phluger. Maurice E. Scroggins was formerly representative of Turle & Co., Duluth, and has been a member of the Minneapolis Chamber of Commerce for some time.

On account of the extreme shortage of the present crop the railroad and warehouse commission has authorized an increase of inspection and weighing fees on grain, to become effective Dec. 1, 1916, as follows: Inspection fees; 50c per carload or part carload for inspection, both "in" and "out of store," on wheat, oats, rye, barley and speltz; 50c per 1,000 bus. for inspection of cargoes into vessels and belt transfers on wheat, oats, rye, barley and speltz; 75c per carload or part carload for inspection, both "in" and "out of store," on flaxseed and corn; 75c per 1,000 bus. for inspection of cargoes into vessels and belt transfers on flaxseed and corn. Weighing fees: 50c per carload or part carload for weighing both "in" and "out of store," on wheat, oats, rye, barley, speltz, flaxseed and corn; 50c per 1,000 bus. for weighing of cargoes into vessels and belt transfers on wheat, corn, oats, rye, barley, speltz and flaxseed; 50c per carload on all other commodities that may be weighed by state weighers at state weighing stations on requests of mill or elvtr. companies.

## MISSOURI

Stanton, Mo.—Ben Hammer has succeeded Chas. Kratz in the grain business here.—X.

Wakenda, Mo.—E. L. Stanley has been retained as mgr. of the Wakenda Elvtr. Co. for another year.

Pattonburg, Mo.—Green & Tooley have bot and taken possession of the 10,000-bu. elvtr. at this station.

Urich, Mo.—Chas. Caldwell has bot the elvtr. of the Farmers Elvtr. Co., which has discontinued business.

Butler, Mo.—H. N. Cannon is repairing and remodeling his elvtr. and mill, which he is operating under the name of the Butler Roller Mills.

Dodson, Mo.—The Kansas-Missouri Grain Co. incorporated; capital stock, \$8,000; incorporators, L. B. Andrews, J. C. Lewis and W. A. Nally.

Elmo, Mo.—The elvtr. owned by Horace F. Leet and James F. Cook burned, together with 1,000 bus. of wheat and 200 bus. of oats. The estimated loss is between \$3,000 and \$3,500, fully covered by insurance.

Mound City, Mo.—The recently incorporated Mound City Mill & Elvtr. Co., will build in connection with its mill, a corn elvtr. and will extend a track to its plant. When completed the plant will be fully equipped to handle grain, flour and feed.—W. R. Hill, mgr.

## KANSAS CITY LETTER.

E. O. Moffatt, of the Moffatt Grain Co., left 2 weeks ago for an 8 months' trip in Japan.

C. V. Fisher, pres. of the C. V. Fisher Grain Co., has a brand new baby boy at his home.

Members of the Board of Trade have contributed \$4,375 to a fund for erecting a new building for the Mercy Hospital.

Ware & Leland, of Chicago, Ill., are improving their office facilities here and adding new operators to their telegraf service.

A grain inspection office will be opened on the entire 3rd floor of the Postal Telegraph Bldg., about Dec. 1, by the Dept. of Agriculture.

The Smith Grain Co. will discontinue business Dec. 1 and Robert Y. Smith, pres., will go with the Bruce Bros. Grain Co. He will assist Frank D. Bruce in the cash grain business on the floor of the Board of Trade.

The Moffatt Grain Co. incorporated; capital stock, \$25,000; incorporators, E. O. Moffatt, pres., J. F. McElvain, vice-pres., A. G. Evans, sec'y, and Donald Moffatt, who has returned from a ranch in Texas, to engage in the grain business with his father, treas. The company was formerly a partnership.

An informal meeting of representatives of the prominent grain markets of this country was held Nov. 24 in the directors' room of the Board of Trade, with the view of agreeing on further suggestions to the Dept. of Agriculture on the new federal grain grade rules. The suggestion will be filed by Nov. 27.

Major Moberly, who has been connected with the grain trade of this market for many years both in this city and on the road in surrounding territory, now represents the Moore-Seaver Grain Co. A vast host of friends among the shippers and receivers wish him a pleasant and prosperous connection.

Members of the Board of Trade vote Nov. 25 on the following propositions: To advance commission rates on future trade in wheat, corn and oats from \$6.25 per 5,000 bus. to \$7.50 and the rate to non-resident members to be \$3.75 per 5,000 bus. and to resident members \$3.12½; to reduce commission rates on cash bran and shorts from 2c per 100 lbs. to \$5 per car.

Asa D. Thomason, for the past 8 years with the A. C. Davis Grain Co., is now sec'y-treas. of the Root Grain Co. and has applied for membership in the Board of Trade on transfer of the membership of J. L. Root, deceased. F. L. Ferguson, formerly sec'y-treas., is now pres. of the company. Mrs. Root will retain the interest of her husband, who died a short time ago, and the business will be continued as heretofore.

## ST. JOSEPH LETTER.

The Missouri River Mills Co. incorporated to do a general elvtr. and milling business; capital stock, \$10,000; incorporators, A. J. Brunswig, R. E. Hastings and J. L. Frederick.

Ten members of the St. Joseph Grain Exchange attended a conference at Omaha, Nov. 12, to prepare their case for the hearing before the I. C. C. Examiner on the 13th.—Allan T. West, ass't sec'y Grain Exchange.

J. D. McKee, of the McKee, Lindley & Dunn Grain Co., has purchased a membership in the Grain Exchange. This is the 2nd membership obtained, within the last 2 months, by the firm, which opened offices in the Corby-Forsce Bldg. about 4 months ago.

Twenty-five of the St. Joe boys went to Atchison by auto Nov. 21 to attend the banquet given by the Atchison Board of Trade to the delegates to the convention of grain dealers of Northeastern Kansas and Southwestern Nebraska. The unanimous vote of the St. Joseph bunch is that Atchison is a royal entertainer and may well be proud of the showing she has made as a grain market.—Allan T. West, ass't sec'y Grain Exchange.

## ST. LOUIS LETTER.

The Mason Hawpe Grain Co. has opened offices in the Pierce Bldg.

Charles F. Beardsley, of the Picker & Beardsley Commission Co., who broke his knee caps in an automobile accident several months ago, is now able to walk without his crutches.

By a vote of members of the Merchants Exchange on Nov. 13, commission rates on sacked grain in carload lots were changed from 2% to 1½c per bu.; less than carload lots will remain unchanged or 2½%.



Chas. W. Masse, a farmer in North Dakota and Idaho, will establish a commission business here.

During the month of October there were 3,951 cars of grain unloaded under our supervision, of which 145 were leaking at grain door, 813 at box and 29 at end window.—John Dower, supervisor, Dept. of Weights, Merchants Exchange.

Frank J. O'Donnell, of Omaha, Neb., Fred A. Roemigke, Chas. A. Massee, Alvin D. Goldman, Irvin F. Luehrmann, of this city, and Peter D. Giessing, of Farmington, Mo., have been admitted to membership in the Merchants Exchange.—Eugene Smith, sec'y.

William H. Edwards, 23 years of age, pleaded guilty Nov. 13 to forging the name of John T. Milliken, grain dealer, and was sentenced to serve 2 years in the penitentiary. He cashed checks for \$1,800 and spent the money for an automobile and a good time.

According to a ruling of the Missouri Public Service Commission a contract of any kind between a bucketshop and a telegraf company for the transmission of market quotations is void, as the criminal statutes of the state made it a felony to either operate a bucketshop or transmit market quotations thereto. The opinion was given Nov. 16 in the complaint by H. C. Schaubel against the Western Union Telegraf Co.

The many friends of Martin Mullally will be surprised and grieved to learn that the Martin Mullally Commission Co., dealers in grain and hay, filed a voluntary petition in bankruptcy Nov. 13, with liabilities represented by unsecured claims amounting to \$33,819.82. The assets are given as \$11,121.22 and cash on hand \$13. Debts due on open accounts total \$9,576.84. Mr. Mullally values among his assets a membership in the Merchants Exchange at \$185. The company has been in business about 3½ years. Mr. Mullally started with a ripe experience in the grain commission business, gained thru many years of practical experience with his father.

## MONTANA

Miles City, Mont.—We are not in the elvtr. business at this time.—Lakin Bros.

Ryegate, Mont.—We will install a wild oats separator next season.—Ryegate Elvtr. Co.

Ryegate, Mont.—L. N. Marquardt is in charge of the recently completed 30,000-bu. elvtr. of the Crown Elvtr. Co.

Wilsall, Mont.—W. C. Goebel, of Dickinson, N. D., has bot the elvtr. and other property of the W. T. Giese Grain Co.

Enid, Mont.—Work is progressing on the 40,000-bu. elvtr., for which the Occident Elvtr. Co. let contract to T. E. Ibberson.

Wolf Point, Mont.—N. J. Lindgren has been placed in charge of the recently completed 30,000 bu. elvtr. of the Equity Elvtr. Co.

Ft. Benton, Mont.—The Benton Mlg. & Elvtr. Co. has completed its 15,000-bu. elvtr. in connection with its mill. Tracy M. Andrews is mgr.

Franklin, Mont.—The Farmers Elvtr. Co. has placed its recently completed 35,000-bu. elvtr. in operation.—Ole Aafedt, agt. Rocky Mountain Elvtr. Co.

Polson, Mont.—The 3 elvtrs. at this station were compelled to close recently on account of being filled to capacity and having no cars to ship the grain.

Hathaway, Mont.—Our 25,000-bu. elvtr. is situated on the Union Pacific. H. G. Martin is pres. and P. W. Koth, mgr. of our company.—Hathaway Grain Co.

Norris, Mont.—We contemplate erecting a large elvtr. next fall. We are now operating the small house, of about 10,000 bus. capacity, which we built last fall.—Norris Mercantile Co.

Rudyard, Mont.—We have erected this season a 30,000-bu. elvtr., with flour and feed warehouse in connection, on the Great Northern R. R.—Emmitt L. Smith, mgr. Equity Co-operative Ass'n.

Wallum sta. (Franklin p. o.) Mont.—We are operating our recently completed 30,000-bu. elvtr., which is equipped with a Richardson Automatic Scale, engine, and Globe Cleaner.—J. W. Rorabeck, mgr. Farmers Elvtr. Co.

Chinook, Mont.—The Chinook Elvtr. & Mlg. Co., of which Lloyd D. Sweet and Jas. R. Smyth are props., has opened its recently completed 30,000-bu. elvtr. for business. Work is now progressing on a 50-bbl. mill to be operated in connection.

Ekalaka, Mont.—The elvtr. and other property, owned by the Ekalaka Mlg. Co., burned Nov. 10. Estimated loss, \$14,000; insurance, \$7,000. The elvtr. was closed and had not been in operation this fall. It is thot that boys, smoking cigarets, started the fire.

## NEBRASKA

Wallace, Neb.—H. O. Willson has sold his elvtr. to Harry Power.

Spalding, Neb.—Paul Krick has accepted a position with the Spalding Elvtr. Co.

Lorton, Neb.—The Farmers Union is negotiating for the purchase of an elvtr. here.

Oakdale, Neb.—The name of the Oakdale Grain Co. has been changed to the Torpin Grain Co.

Osmond, Neb.—W. A. Philpott has resigned as agt. of the McCaull-Webster Elvtr. Co.

Humphrey, Neb.—Martin Schumacher has accepted a position with the T. B. Hord Grain Co.

Jansen, Neb.—The foundation is being put in for the new elvtr. of the Farmers Equity Exchange.

Roca, Neb.—We intend to build a new elvtr. here.—J. A. Brown, mgr. Roca Grain & Coal Co.

Benkelman, Neb.—The house track is being relaid so that it will serve the new elvtr. of O. M. Kellogg.

Meadow, Neb.—We have given up the lease on the elvtr. at this station.—Lincoln Grain Co., Lincoln.

Humphrey, Neb.—We contemplate the erection of an elvtr. here.—J. F. English, mgr. Farmers Grain & Stock Co.

Craig, Neb.—Gust Dose had his foot in line with the grain dump at the elvtr. Nov. 15 and had it badly crushed.

Crete, Neb.—The elvtr. at this point, formerly operated by us, now belongs to Brt Bros.—Lincoln Grain Co., Lincoln.

Unadilla, Neb.—R. E. Reitz, of Liberty, Neb., has succeeded Chas. Howe, who resigned as agt. of the Duff Grain Co.

Finchville, Neb.—The Finchville Elvtr. Co., organized one year ago, has started shipping grain.—M. A. Butler, sec'y.

Ohio, Neb.—Joseph Yates has succeeded S. J. Spelde, who resigned his position with the Farmers Union Elvtr. Co.

Enders, Neb.—The Farmers Produce & Supply Co., will build additional storage and remodel its plant early next spring.

Sunol, Neb.—Fenske Bros. will have their 20,000-bu. iron clad elvtr. completed about Dec. 1. W. H. Cramer has the contract.

Bertrand, Neb.—The Bertrand Equity Exchange is building a new 25,000-bu. cribbed elvtr., G. H. Birchard doing the work.

Laurel, Neb.—Albert G. Steckling, mgr. of the Laurel Mlg. & Grain Co., was married Nov. 22 to Miss Matilda Schmode, of Norfolk.

Plainview, Neb.—Leonard Hamel, agt. of the Nye Schneider Fowler Co., has been given a better position by the company at another station.

Lincoln, Neb.—We now only operate 2 elvtrs. in this state, one at Helvey and the other at Deweese.—G. W. Miller, of Lincoln Grain Co.

Lincoln, Neb.—C. M. McFarland, of Harlan, Ia., is in the grain business at 724 Terminal Bldg.—A. R. Roberts, of A. R. Roberts Commission Co.

Filley, Neb.—A new 15-h.p. oil engine is being installed in the elvtr. of the Farmers & Merchants Elvtr. Co., to replace a 10-h.p. gas engine.

Murdock, Neb.—The Wright-Leet Grain Co., of Lincoln, has bot our elvtrs. at Liberty, Williams, Ruskin and this place.—Lincoln Grain Co., Lincoln.

Liberty, Neb.—I. L. Draucker is now agt. of the Wright-Leet Grain Co., succeeding R. E. Reitz, who has gone to Unadilla to manage an elvtr.

Funk, Neb.—Myron E. Johnson, who resigned last year after being mgr. of the Funk Grain & Elvtr. Co. for 9 years, died Nov. 16, aged 35 years.

Garrison, Neb.—Frank Chapin, of David City, has succeeded J. M. Rutt as mgr. of the Farmers Elvtr. Co. Mr. Rutt has purchased an elvtr. at David City.

Glenwood Park (Kearney p. o.), Neb.—We are building a new warehouse as well as coal sheds at this point.—H. E. Beadle, mgr. Farmers Grain & Live Stock Co.

Wallace, Neb.—J. B. Pielstecker is pres. and I am mgr. of the 12,000-bu. elvtr., which the Farmers Union purchased from the Crete Mills.—A. J. Karraker.

Plymouth, Neb.—John Selk bot the elvtr. of Chas. Germer for \$6,200 and took possession Nov. 13. Mr. Germer retires after being in the grain business here for 18 years.

Spencer, Neb.—John Willems has succeeded Frank Scherer as grain and hog buyer for the Nye Schneider Fowler Co. here. M. M. Ramey is now in charge of the company's lumber business.—N.

Huntley, Neb.—F. W. N. Brown is pres. and Rhue Cole, mgr. of our company, which took over the elvtr. and feed, flour and coal business of the Van Wickle Grain & Lumber Co.—Huntley Equity Exchange.

Paxton, Neb.—The Farmers Co-operative Ass'n has been incorporated with a capital stock of \$10,000. The company is building a 15,000-bu. iron clad elvtr., contract for which was let to W. H. Cramer.

Nebraska City, Neb.—M. L. Crandell, for the past 25 years with the Paul Schminke Co., operating a 20,000-bu. elvtr., has resigned to become mgr. of the Farmers Elvtr. Co. here, succeeding Charles Bader, resigned.

Rulo, Neb.—The elvtrs. at this station are operated by the Central Granaries Co. and L. L. Coryell. The recent report that C. N. Lane, of Cuba, Kan., was employed in the elvtr. of Kendall & Smith, is incorrect.—X.

Ralston, Neb.—Geo. E. Nixon is the present lessee of the elvtr. here, having commenced business about Sept. 1. Wm. Ketels is employed as office man but has no interest in the business.—Ralston Elvtr. & Mlg. Co., per K.

Craig, Neb.—The Holmquist Grain & Lumber Co. has bot the elvtr. and coal business of T. I. Minier and it will take possession as soon as the grain is shipped from the elvtr. The company recently sold its new steel elvtr. to the Farmers Union.

Hastings, Neb.—The Jackson Mlg. Co., with a capital stock of \$75,000, will build a 700-bbl. mill, the plant to be constructed and operated in 2 units. A 40x40 ft. elvtr., of 60,000 bus. capacity, will be erected in connection. The company is composed of A. Jackson and C. E. Jackson, of Downs, Kan., and others.

Bay State (Columbus p. o.) Neb.—Our elvtr., which burned Oct. 22, was a wood, covered house, of 50,000 bus. capacity. We had been operating it for handling the grain of the ranch and the only grain on hand was 1,300 bus. of oats. Sparks from a passing locomotive set fire to the stockyards adjoining the elvtr. and it caught and was destroyed. Loss on the elvtr. and machinery, \$10,000; grain, \$600; insurance, \$2,000.—Sheldon & Campbell, Columbus.



## OMAHA LETTER.

The Alfalfa Products Mill & Elvtr. Co. has been dissolved.

Work is progressing nicely on our new 1,000,000-bu. elvtr. at Council Bluffs, Ia.—Hynes Grain Co.

We are contemplating the erection of an elvtr. and are looking for a suitable site at this time.—Geo. A. Roberts Grain Co.

C. M. Rice, formerly with the Cavers Elvtr. Co., has engaged in the wholesale grain and hay business on his own account.

The following were elected Nov. 9 to fill 3 vacancies in the directorate of the Grain Exchange: H. K. Shafer, E. S. Westbrook and Ed. P. Smith.

The following officers of the Grain Exchange were elected Nov. 8: Pres., Barton Millard; first vice-pres., J. A. Linderholm; 2nd vice-pres., C. E. Niswonger; treas., F. H. Brown.

The Holmquist Elvtr. Co. is named defendant in a suit for \$25,000 damages, brot by Oscar E. Carter, who states that he was injured in one of the company's elvtrs. on Dec. 9, 1914.

Seventeen applications for office space in the Grain Exchange Bldg. are on the waiting list and many of the firms now in the building would enlarge their quarters if it were possible to obtain the space.

The Grain Exchange on Nov. 23 filed new articles of incorporation, raising the price of treasury memberships from \$1,000 to \$10,000. Originally there were but 200 memberships available and these have been taken at the \$1,000 price. The number is unlimited under the new articles. The rise in price, however, is intended to keep down the number of memberships and it is not expected that any will be purchased for \$10,000 for several years. These new articles will not affect the market value of memberships, now selling at from \$3,000 to \$3,500.

## NEW ENGLAND

Rochester, N. H.—Freeman Corson has bot and taken possession of the grain business of William Kimball.

Houlton, Me.—The Fred E. Hall Co. incorporated, with a capital stock of \$50,000, to handle grain, hay and other commodities.

Gloucester, Mass.—A. Dodge & Sons Corporation, operating an elvtr. and feed and hay business, has retired from active business.

St. Albans, Vt.—The St. Albans Grain Co. has bot land southeast of its plant and may move some of its buildings to this site.

Worcester, Mass.—We are conducting the grain, hay and feed business of Wilson & Holden, which we purchased Oct. 24.—B. H. Arnold, of E. A. Cowee Co.

Brockton, Mass.—The Elmer C. Packard Co. will discontinue the grain business, which it has conducted for 60 years, and its grain mill will be used as a factory.

Portland, Me.—Extensive improvements are being made this month in the large elvtrs. at the Grand Trunk Terminal, in preparation for the heavy grain movement during the winter.

North Adams, Mass.—The Hoosac Valley Coal & Grain Co. has bot the grain and feed business of Arnold & Boorn and will conduct it in connection with its original grain business.

Middlefield, Conn.—The Middlefield Grain & Coal Co. incorporated; capital stock, \$25,000; incorporators, G. E. Meech, pres., H. M. Meech, vice-pres., C. M. Blatchley, treas. and J. P. Wrang, sec'y.

Newburyport, Mass.—The Glen Mills Cereal Co., whose plant in Rowley burned Oct. 10, is installing new machinery in its plant here to take care of its business until a new building is erected at Rowley.

Mansfield, Mass.—The elvtr. of the Mansfield Mfg. Co., owned by MacKenzie & Winslow Co., burned Nov. 11. The loss is from \$30,000 to \$50,000. The blaze is that to have started from an exhaust pipe.

St. Johnsbury, Vt.—We have purchased the elvtr., water power and other property of the bankrupt firm of Griswold & MacKinnon, for \$16,000. The Ides have been in the grain business for more than 100 years. They now have 2 large plants in this city, mills and stores at Bradford, Fairlee, Passumpsic and East St. Johnsbury.—E. T. & H. K. Ides.

## NEW YORK

Brooklyn, N. Y.—Samuel W. Bowne, pres. of S. W. Bowne & Co., is able to be at his office again. While he was walking taru the company's plant last March his right foot caught in a conveyor, crushing it so that the leg had to be amputated.

## BUFFALO LETTER.

E. W. Wagner & Co. have moved their branch offices in this city to more convenient quarters.

Many of the elvtrs. are running only half time on account of the shortage of electric power. Grain is being taken from the vessels very slowly.

Work has been started on the erection of the 2,500,000-bu. addition to the Concrete Elvtr., which will be operated as the Central Elvtr. by the recently incorporated Central Elvtr. Corporation.

The Western Elevating Ass'n is no longer in business. The name has been incorporated and is in use at present by an entirely different organization from that using the Western Elevating Ass'n.—William B. Gregory, vice-pres. Western Elevating Ass'n, Inc.

The headquarters of the next annual convention of the Grain Dealers National Ass'n will likely be at the Hotel Statler and preparations will be made for an unusually large attendance. The list of com'tes has been prepared. H. T. Burns is general chairman and F. A. McLellan, ex-officio, with C. T. Doorty, first vice-chairman, and M. M. Nowak, 2nd vice-chairman of the reception and entertainment com'tes. Other chairmen of com'tes are: Entertainment and reception, Charles Kennedy; finance, Nisbet Grammer; hotel, H. C. Harrison; convention advertising, C. C. Lewis; transportation, C. H. Williamson.

## NEW YORK LETTER.

C. A. Rouse, formerly grain representative of the Erie Railroad at Indianapolis, Ind., has succeeded C. W. Austin, who resigned as grain agt. for the Erie Railroad here.

The grain inspection office, to carry out the Federal Grain Standards Act, effective Dec. 1, is being established in the quarters occupied by the old grain inspection dept. Improvements are now being made.

John F. Clark, New Orleans, La., Wm. L. Deetjen, Mannheim, Pa., and Frederick L. A. Oettinger, of this city, have been admitted to membership in the Produce Exchange. Thomas C. O'Brien, Nelson H. Jewett, Frank J. Cunningham and Henry D. Littlejohn have applied for membership.

## NORTH DAKOTA

Beulah, N. D.—Farmers are organizing a company to build an elvtr.

Stanton, N. D.—Farmers are organizing a company to build an elvtr.

Lisbon, N. D.—The Farmers Elvtr. Co. is building a residence for its mgr.

Lucca, N. D.—The Atlantic Elvtr. Co. has completed its new elvtr. and placed it in operation.

Lawton, N. D.—We will not improve our elvtr. this year as was recently reported.—R. S. McMorran, mgr. Farmers Elvtr. Co.

Christine, N. D.—I have removed to Lithia and am engaged in the mercantile business.—O. A. Fitch, formerly agt. National Elvtr. Co.

Christine, N. D.—I am now agt. of the National Elvtr. Co. The elvtr. of the Crown Elvtr. Co. at this station has been closed for 7 years.—O. T. Halaas.

Underwood, N. D.—The Independent Elvtr., owned and operated by C. E. Hedlund, was badly damaged by fire last week. The office was almost a total loss.

Wyndmere, N. D.—A. G. Trimmer is pres. and John Heyerholm, mgr., of the recently organized Equity Elvtr. Co., which took over the elvtr. of the Monarch Elvtr. Co.

Valley City, N. D.—John Russell, mgr. of the Russell-Miller Mfg. Co., operating an elvtr. and mill here, was married Nov. 3 to Miss Elizabeth Moses, of Mitchell, S. D.

Benedict, N. D.—I bot the elvtr. of B. G. Southall and am operating it on my own account. W. J. Harchanko is now agt. of the Northland Elvtr. Co.—Alex Harchanko.

Parshall, N. D.—The Co-operative Elvtr. Co. has built coal sheds and has a four warehouse under construction, in connection with its recently completed elvtr., which replaces the one burned some time ago.

Moselle sta. (Wyndmere p. o.) N. D.—Frank Imke is now agt. of the Osborne-McMillan Elvtr. Co. I have been retained as mgr. and buyer for the Farmers Equity Elvtr. Co., for the 3rd year.—Stanley Jackson.

Reader, N. D.—B. A. Bushnell bot the elvtr. and coal sheds of the Geo. C. Bagley Elvtr. Co. Nov. 1. I will not work at the grain trade for the coming year.—M. A. Ulwelling, formerly agt. Geo. C. Bagley Elvtr. Co.

Englevalle, N. D.—We will build an addition, of 25,000 bus. or more, to our elvtr., recently purchased from the Independent Elvtr. Co., and will install automatic scales. Adequate coal storage will also be erected.—W. R. Humphreys, pres. Farmers Elvtr. Co.

Hope, N. D.—H. E. Trammell, mgr. of the Farmers Elvtr. Co., underwent an operation for appendicitis at a hospital at Fargo, Nov. 10. It was a serious case as the appendix burst before the operation. He is doing well and it is hoped he will recover.—A. A. Lee, Fargo.

Stanley, N. D.—Our elvtr. has been repaired this fall. A new cleaner, rope drive, and 2 new legs have been installed, one to receive grain and the other to take care of the screenings. Next year we will build an annex to our elvtr.—C. W. Larson, mgr. Farmers Elvtr. Co.

Truro sta. (Lansford p. o.) N. D.—The St. Anthony & Dakota Elvtr. Co. will close its elvtr. the last day of this month as all the grain here has been marketed. The elvtr. of the Cargill Grain Co. has been closed since 1909. Our post office was closed Oct. 1 and we receive mail thru Lansford p. o.—Jas. Nelson, agt. St. Anthony & Dakota Elvtr. Co.

Ypsilanti, N. D.—An order by the state railroad commission preventing creditors of M. G. Jacobson from seizing grain in his bankrupt elvtr., saves that grain to ticket holders. The rail commission takes the view that the grain in storage is owned by the farmers and cannot be levied against by creditors of the elvtr. owner. There is already enough grain in storage to protect ticket holders and the bond will completely protect them.

Guptill sta. (Barlow p. o.) N. D.—Fire Nov. 7 completely destroyed the elvtr. of T. H. Cousins, containing about 5,000 bus. of oats, some barley and wheat. Estimated loss, \$12,000; insurance, \$7,500. Escaping gasoline had filled the office with gas and Harry Hale, mgr., was badly burned by the explosion that resulted when he entered the office and struck a match to start a fire. Mr. Cousins' elvtr. at Dover burned Oct. 18.



Regent, N. D.—John Frantz, mgr. of an elvtr. here, was thrown under a freight car and had one leg severed at the knee and the other crushed so that it may have to be amputated.

## OHIO

Delphos, O.—I expect to build an elvtr. in this city as soon as I can get a desirable location.—L. C. Allinger.

Medina, O.—The Farmers Exchange Co. is now operating its new elvtr., which replaces the one burned Dec. 11, 1915.

Cleveland, O.—A grain inspection office will be opened in the Illuminating Bldg., before Dec. 1, by the Dept. of Agriculture.

Mansfield, O.—I have bot the property of the Mansfield Hay & Grain Co., taking possession Dec. 1.—R. W. James, formerly at Bradford, Ill.

Payne, O.—Brady Bros. have sold their Elvtr. No. 3 to an organization of farmers from Benton, Harrison, Paulding and Blue Creek townships.

Roselms sta. (Grover Hill p. o.) O.—I traded my elvtr. at this point for one of the finest farms in Van Wert County.—L. C. Allinger, Delphos.

Columbus, O.—Uncle Joe McCord has been confined to the house with a hard cold and "too much asperin," but he continues to work just as tho he never felt better in his life.

Monroeville, O.—The E. W. Armstrong Co., operating a 15,000-bu. elvtr., has bot the mill of E. J. Baker, who conducts a 10,000-bu. elvtr. and mill under the name of the Commercial Mills. Possession will be given Jan. 1.

Columbus, O.—No change has been made in the firm of Jas. P. McAllister & Co., grain and hay dealers, on account of the death of the senior member of the firm, whose 2 sons, Robert F., and Jas. D., will continue the business.

Cleveland, O.—The iron clad elvtr. and mill of the Big Four Mlg Co. burned Nov. 9, together with thousands of bus. of grain and feed, entailing a loss of \$80,000, covered by insurance. The plant will be rebuilt soon, according to report.

Lakeville, O.—The Lakeville Equity Exchange Co. has been incorporated, with a capital stock of \$10,000, to handle grain, feed, flour and livestock. It erected and is operating a 7,000-bu. elvtr. with Scott Lozier as pres. and myself mgr.—E. S. Thome.

Milton Center, O.—The Milton Center Grain & Coal Co. has let contract for a 25,000-bu. cribbed elvtr., covered with galvanized iron, to the Burrell Engineering & Construction Co. Steam power will be used. This elvtr. replaces the one burned Sept. 27.

Troy, O.—We invariably have before us tentative plans for improvements in our different departments and are constantly making some minor changes, but at present we have no material changes of a definite nature assured.—H. R. Allen, ass't general mgr. Allen & Wheeler Co.

Hooker, O.—George W. Lamb, aged 73 years, was killed in his elvtr. at this place. He was starting the gas engine, when the fly wheel came off, breaking his legs and injuring him internally. He died about 20 minutes after the accident. Mr. Lamb had been in the grain business here for more than 30 years. The funeral took place Nov. 24.

Oakland sta. (Middletown p. o.) O.—Frank W. Compton and Frank O. Diver on Nov. 8 bot suit against the Cincinnati, Lebanon & Northern Railway for \$3,200.32, because their elevator at this place, operated as the Oakland Grain Co., was set on fire Aug. 19, 1916, by sparks from a passing locomotive, owned by the railway company, and destroyed, together with a carload of wheat.

## CINCINNATI LETTER.

W. L. Nordmeyer, grain dealer of Morris, Ind., has applied for membership in the Grain & Hay Exchange of the Chamber of Commerce.

The Hay & Grain Exchange of the Chamber of Commerce held a meeting Nov. 14 at which the new rules governing the exchange were discussed and a report read by the delegates to the convention of the Grain Dealers National Ass'n.

The Grain & Hay Exchange, at its monthly meeting, adopted a new constitution and by-laws and new rules for regulating the local retail trade, as also the establishment of a grain dealers' credit buro, which is expected to extend to other cities.

Members of the Grain and Mill Hands Union went on a strike Nov. 10 at elvtrs. and warehouses. Nearly 325 employees walked out, affecting 20 firms. They demanded \$16 a week as a minimum wage and a 10-hour day, time and one half for all overtime, double time for Sundays and legal holidays, and a closed shop. Practically all of the places of the strikers have been filled. The elvtr. owners held a meeting and decided they would accede to the demand made by the union officials.

## OKLAHOMA

Watonga, Okla.—J. F. Coursey has taken charge of the Central Elvtr.

Jenks, Okla.—The erection of an elvtr. at this point is being considered.

Afton, Okla.—The Lipscomb Grain Co. has completed its new elvtr. here.

Madill, Okla.—The Marsh Mlg. Co. has been adjudged bankrupt and W. T. Ward has been appointed referee.

Sayre, Okla.—The Weatherford Mlg. Co. intends to remodel its elvtr. here. A. E. Adams has succeeded Carl Remund as agt.

Tulsa, Okla.—Geo. E. Randall is the new mgr. of the Rea & Read Mill & Elvtr. Co., succeeding E. R. Coker, who was crushed between 2 cars.

Weatherford, Okla.—E. F. Randol, formerly with the Canadian Mlg. Co. at El Reno, is now ass't mgr. of the Weatherford Mlg. Co. here.

Piedmont, Okla.—G. F. Gossett, prop. of the Piedmont Grain Co., is putting a new foundation under his elvtr. and making other improvements.

Butler, Okla.—The Hinton Mlg. Co. has completed the 25,000-bu. elvtr. for which it let contract to the White Star Co. Corn handling machinery has been installed.

Oklahoma City, Okla.—Van Deren Lumber & Grain Co. incorporated; capital stock, \$10,000; incorporators, S. K. Bernstein, F. A. Van Deren and Edward Spiers.

Enid, Okla.—Oscar Thompson has resigned as mgr. of the Enid Mill & Elvtr. Co., which has been taken over by the Enid Mlg. Co., to go with the Acme-Evans Mlg. Co., of Indianapolis, Ind.

Hydro, Okla.—A. Richert has resigned as mgr. of the Farmers Elvtr. Co. and with Harvey White, of Weatherford, has purchased the seed business of the Blackwell-Hickey Co., taking possession Dec. 15.

Oklahoma City, Okla.—The Oklahoma City Mill & Elvtr. Co. started work Nov. 10 on the erection of an annex to its elvtr. It will consist of 9 reinforced concrete tanks, 96 ft. high, and will increase the storage capacity from 300,000 bus. to 500,000 bus. The Burrell Engineering & Construction Co. has the contract.

## OREGON

Estacada, Ore.—The Walter Gibbons Co. has been organized, with a capital stock of \$10,000, to handle grain, feed and hay.

Leona, Ore.—No grain elvtrs. are located at this point. The report that a 50,000-bu. structure had just been completed is incorrect.—Leona Mills Lumber Co., Inc.

Union, Ore.—The Union Flouring Mill Co., of which F. A. Bidwell is mgr., operates a flour mill and grain warehouse here. Additional storage room has been constructed by this company, which is a branch of the Pioneer Flouring Mills Co., of Island City. The report that a 100,000-bu. elvtr. had been erected here is incorrect.—X.

Monroe, Ore.—This station has one grain elvtr., which is operated in connection with a flour mill owned by A. Wilhelm & Sons. The report that an elvtr. was under construction, is incorrect.

## PENNSYLVANIA

Wyncote, Pa.—I have removed from this place to Jenkintown.—W. W. Shaw.

Chambersburg, Pa.—The Lakeview Mlg. Co. has erected a 35,000-bu. elvtr., with up-to-date equipment.

Pittsburgh, Pa.—On Nov., 15 the Grain & Hay Exchange had the biggest day in its history, when a total of 196 cars was handled. This large number was due to freight congestion.

Rothville, Pa.—W. M. Zook & Son completed a 10,000-bu. elvtr., on the P. & R. Ry., about Aug. 15. H. L. Zook is mgr. of the elvtr., which is operated in connection with a feed warehouse and coal yard. It is equipped with electric power for elevating and cleaning.—X.

## PHILADELPHIA LETTER.

Lewis Dickel, D. J. Draude and August F. Gruber, of this city, Keusch Grain Co., of New York, and the J. E. Stevenson Co., of Trenton, N. J., have been admitted to membership in the Commerical Exchange.

The board of directors of the Commercial Exchange, at a recent meeting, approved and adopted the new federal corn grades, effective Dec. 1, and they will govern all transactions in corn at this market, under the national regulations, which are now officially ratified at this point.

Fire that had smouldered more than 9 hours broke out Nov. 11 in a drying shed owned by the Walters Mlg. Co., causing an estimated loss of \$15,000. The building was used to dry and grind corn. Early in the afternoon, while a quantity of grain was being run thru one of the machines, sparks fell into a bin of wheat, which began to smoulder. The employees were at that time unable to find the fire, which later destroyed the building.

## SOUTH DAKOTA

Beresford, S. D.—I am the new mgr. of the Farmers Elvtr. Co.—T. O. Torberson.

Toronto, S. D.—A. P. Johnson is now employed at the elvtr. of the Farmers Elvtr. Co.

Houghton, S. D.—We do not intend to build an elvtr. as was recently reported.—Farmers Elvtr. Co.

Salem, S. D.—P. Dampman has bot and taken possession of the business of the Dakota Grain & Coal Co.

Ramona, S. D.—I am agt. for H. M. Schroeder, who took over the elvtr. of J. B. Peterson.—D. C. Pederson.

Orient, S. D.—The Farmers Elvtr. Co. has erected an elvtr.—Chas. N. McDonald, mgr. Farmers Elvtr. Co., Redfield.

Estelline, S. D.—B. I. Hyde has resigned as agt. of G. W. Van Dusen & Co. and the elvtr. will be closed as soon as the grain is shipped.

Meckling, S. D.—The old Morrison Elvtr. at Mission Hill is being dismantled and will be brot to this station. It is the property of M. King.

Blunt, S. D.—We have purchased the elvtr. and coal business of J. S. Irwin and are operating it under the name of Garrett & Leeper.—W. S. Leeper.

Roscoe, S. D.—We bot the elvtr. of P. J. Wagner and are operating it as the Hoffart Bros. Elvtr. Potter, Garrick & Light, of Webster, also operate an elvtr. here with Eugene Leight as agt. The elvtr. of the Reliance Elvtr. Co. is closed.—Joe Hoffart, agt. Hoffart Bros.

## SOUTHEAST

Bailey, N. C.—I have engaged in the grain brokerage business.—J. S. Wilson.

Atlanta, Ga.—We have organized a grain and feed dept. in our business.—Fair & Martin, Inc.



Tampa, Fla.—The Miller-Jackson Grain Co. is installing a large corn mill and sheller at its plant.

Live Oak, Fla.—A movement is on foot to build an elvtr. in Suwannee County to handle corn and other grain.

Norfolk, Va.—The Gwaltney Hay & Grain Co. and the Wilson, Drummond & Biddle Corporation sustained a loss by fire this week.

Fairmont, W. Va.—The Fairmont Grain & Mfg. Co. incorporated; capital stock, \$60,000; incorporators, A. M. Rowe, J. O. Jackson and others.

Durham, N. C.—The Austin-Heaton Co. has let contract for a 40,000-bu. addition to its elvtr. It will be a wooden structure, covered with corrugated iron.

Birmingham, Ala.—A federal grain inspection office will be opened in this city before Dec. 1. The examination for the position of inspector was held Nov. 10.

Jackson, Miss.—R. H. Green, prop. of the Jackson Mfg. Co., contemplates the erection of an elvtr. He will purchase the Wilkinson Warehouse, on the Illinois Central, which he will use in connection.

Dothan, Ala.—Work is progressing on the elvtr. for W. L. Brandon & Son, formerly of Clyde, Kan. It will have a capacity of about 10,000 bus. and will handle a car of grain every 40 minutes.—R. W. Lisenby, sec'y Rotary Club.

Birmingham, Ala.—The United Grain, Hay & Produce Co. has taken over the business of the Wade Bros. Produce Co. and increased the capital stock from \$2,000 to \$25,000. The officers are W. A. Morris, pres., W. T. Bell, vice-pres., Frank Wade, sec'y, and G. H. Garmany, treas.

## TENNESSEE

Nashville, Tenn.—The grain and feed firm of R. H. Worke & Co. has been changed to Worke & Turner, Mr. Keeling Turner having been admitted as a member.

Memphis, Tenn.—E. W. Wagner, of E. W. Wagner & Co., Chicago, Ill., has been admitted to membership in the Merchants Exchange. The company has opened a branch office in this city.

## TEXAS

Waco, Tex.—Cornforth Grain Co., incorporated; capital stock, \$5,000; incorporators, F. R. Cornforth, Sem Nix and J. W. Mann.

Lorenzo, Tex.—Work is progressing on the elvtr. for which the Townsend Grain Co., of Happy, let contract to the White Star Co.

Austin, Tex.—The Texas Railroad Commission has postponed until Dec. 12 the hearing which was set for Nov. 14 on the proposed advance in demurrage rates.

Houston, Tex.—The report that we would build an elvtr. at this place is incorrect.—Henry N. Pope, pres. Farmers Educational & Co-operative Union, Ft. Worth.

Hale Center, Tex.—John J. Roberts will build a 10,000-bu. elvtr. and large warehouse. He will handle feed, produce and live stock in connection with his grain business.

Wichita Falls, Tex.—Work is progressing on the 200,000-bu. addition to the elvtr. of the Wichita Mill & Elvtr. Co. The Burreli Engineering & Construction Co. has the contract.

Happy, Tex.—We have let contract for 3 elvtrs. One is now under construction at Lorenzo and the sites for the other 2 have not been definitely decided upon. However, we will have them completed in time for the next crop.—Townsend Grain Co.

Amarillo, Tex.—We are enlarging our warehouse, which will be 50x300 ft. when completed, with elvtr. capacity of 80,000 bus. C. W. Camp has the contract. We contemplate building steel storage tanks, of 200,000 bus. capacity.—Early Grain & Elvtr. Co.

Ralls, Tex.—We have let contract for an 18,000-bu. elvtr., flour, meal and feed mills, on the Crosbyton branch of the Santa Fe. Work will commence about the first of the year and will be finished in time for the spring wheat crop.—Crews & Burke, Floydada.

The M. Marceau Grain Co., San Antonio, Tex., and J. E. Patton, Texhoma, Okla., with shipping point at Texhoma, Tex., have been admitted to membership in the Texas Grain Dealers Ass'n. The West Texas Grain Co., Sweetwater, Tex., and the Marshall Hall Grain Co., Ft. Worth, Tex., have applied for membership.—H. B. Dorsey, sec'y.

Ft. Worth, Tex.—Trading on the Ft. Worth Grain & Cotton Exchange will be greatly facilitated by the installation of a "call market" for cash grain, plans for which were completed Nov. 11. The system, which will enable local dealers to buy and sell grain among themselves in 15 minutes' time, when by the old system it sometimes took a whole day, will be in operation about Nov. 27, according to W. W. Manning of the exchange. The "call market" for cash or "spot" grain will open at the close of the regular exchange session and be in operation about 30 minutes each afternoon.

Fort Worth, Tex.—Oral argument on the Shreveport case will be heard Dec. 6 and 7 by the Interstate Commerce Commission at Washington, when the Texas Grain Dealers Ass'n will endeavor to secure a suspension of Tariff 2-B, the hearing being granted for the purpose of presenting to the Commission reasons why a full hearing should be given on the rate proposition in question. A large representation of the shipping interests of Texas will be at that hearing, and everything possible will be presented to the Commission to show them how unfair the situation is as it exists, especially since they have undertaken, and have made rates to apply on shipments between Texas points. This is especially hard on the grain interests, since a very small percent of Texas grain is ever shipped out of the state, and it is not fair or right to have Texas rates advanced and working rules changed. H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n, requests that shippers take notice of the burdens the change in this rate situation has brought upon him since Nov. 1st in the way of advance in freight rates or change in working rules, and send him certified copies of the expense bills showing this, so that it can be presented to the Commission on Dec. 6 and 7. This is very important, and it is important to shippers; the Executive Com'tee is working for shippers interests, but can not succeed unless they have full co-operation.

## WASHINGTON

Benge, Wash.—Mr. Beckley, Sr. has purchased an elvtr. to elevate grain into cars. He is now erecting a tank south of the grain warehouse of the Lantz Warehouse Co.

Quincy, Wash.—The Farmers Elvtr. Co. has completed its new 50,000-bu. elvtr., which replaces the one burned Mar. 12. About 15,000 bus. of grain can be handled in an hour.

Seattle, Wash.—The recently organized Seattle Hay & Grain Co. has been incorporated with a capital stock of \$10,000. The company has taken over the business of Morrison & McIntyre.

## WISCONSIN

Atwater, Wis.—I will build a new elvtr. next spring.—Gustav Beske.

Cameron, Wis.—Ed Ludwig has his new elvtr. and feed mill enclosed.

Seymour, Wis.—I am now agt. of the Cargill Grain Co.—Mark Hopewell.

Kilbourn, Wis.—Shane Bros. & Wilson suffered a loss of \$8,000 by a recent fire.

Woodland, Wis.—I am now agt. of the Milwaukee Elvtr. Co. here.—H. F. Horn.

Dunbarton, Wis.—A scooper is buying some grain at this station.—Agt. W. J. Hicks.

Augusta, Wis.—E. Elbertson will discontinue the grain business here.—G. W. Vanderburg.

Melvina, Wis.—I have succeeded the Fred Eckhart Co. in the grain business here.—Andrew Halsor.

Wilton, Wis.—I have bot the elvtr. of Henry Schell and will conduct it hereafter.—Edw. Wilkinson.

Rio, Wis.—We are the only regular grain dealers operating an elvtr. here. All others are scoopers.—Price Bros.

Eau Claire, Wis.—I am now in charge of the 10,000-bu. elvtr. of the Red Front Flour & Feed Co.—M. S. Beecher.

Milladore, Wis.—I intend to enlarge my warehouse so as to use power loading and cleaning machinery.—J. B. Kupps.

Abbotsford, Wis.—Laabs & Schmidt are my successors in the grain business here. J. E. Minshell is local agt.—J. P. Olsen.

Cleghorn sta. (Eleva p. o.), Wis.—E. W. King is now in charge of our elvtr. at this point.—Jones Bros., Foster sta. (Osseo p. o.).

Rusk, Wis.—The A. H. Aldridge Elvtr. Co., of Roberts, has succeeded the Wisconsin Elvtr. Co. at this point.—A. B. Webert, agt.

Manitowoc, Wis.—The Bartlett, Frazier Co. has erected a concrete structure, 87 ft. high and 25 ft. in diameter, for screenings from its large elvtr.

Sparta, Wis.—The Cereal Mills Co. and the Grand Rapids Mfg. Co. operate the elvtrs. at this point.—Geo. E. Taylor, mgr. Farmers Warehouse Co., Cashton.

Rice Lake, Wis.—Ernest Hartel will continue the grain business of the Hartel-Morrison Co. which has dissolved partnership, Mr. Morrison retiring from business.

Independence, Wis.—The regular grain dealers at this station are the John Sprecher & Son Co., Liver & Torgerson and our company. All others are scoopers.—W. Quackenbush, agt. Cargill Grain Co.

Ridgeland, Wis.—The elvtrs. here are operated by the Northern Supply Co., with Peter Lee as agt., and the Osceola Mill & Elvtr. Co., with Aaron Fern as agt.—W. F. Grover.

Neillsville, Wis.—Fred Bruley, who resigned as mgr. of the Farmers Elvtr. Co. to go in business on his own account, has placed his new elvtr., flour and feed warehouse in operation.

West Bend, Wis.—The West Bend Malt- ing Co. is operating the portion of its plant, which was not damaged by fire July 17. The work of rebuilding the burned structure is progressing rapidly.

Brillion, Wis.—Henry Carsten, of Chilton, and Louis Carsten, of Manitowoc, have bot the 40,000-bu. elvtr., warehouse and 100-bbl. mill of the F. Paustian Mfg. Co. They will take possession Jan. 2, 1917.

Chippewa Falls, Wis.—We have taken over the fuel business of the Chippewa Fuel & Grain Co., but not the grain and feed depts. We will not deal in grain and feed.—J. A. Peterson, mgr. Midland Lumber & Coal Co.

Cashton, Wis.—The Farmers Warehouse Co. has succeeded the Cereal Mills Co. and I am mgr. of the company's 12,000-bu. elvtr. P. E. Mitby operates the other elvtr. at this place with his son, Chester, as his ass't.—Geo. E. Taylor.

Madison, Wis.—W. H. Murphy & Co. have engaged in the brokerage business, with offices in the Washington Bldg. They are correspondents of Thomson & McKinnon, of Chicago. Walter H. Murphy is a member of the Chicago Board of Trade.



# The Car Shortage

Algoma, Wis.—Froemming & Busse have succeeded Frank Froemming and handle mostly barley, rye, peas, hay and clover seed. They have taken over his elvtr. here and also at Rio Creek and Forestville, on the A. & W. The firm, which has a capital stock of \$16,000, is composed of Frank Froemming and Gus M. Busse.

Green Bay, Wis.—A reinforced concrete elvtr. will be erected here by the Green Bay & Western Railway Co., to be operated by the Cargill Grain Co. It will have a capacity of 165,000 bus. It is expected that 4,000,000 bus. of grain will be handled annually thru the elvtr., contract for which has been let to the Burrell Engineering & Construction Co. Electric power will be used.

## MILWAUKEE LETTER.

J. H. McKeane, formerly of Sioux City, Ia., is trading at this city for the Flanley Grain Co.

The Parry Grain & Mfg. Co. has installed an electric motor and other equipment to complete its grain and feed plant.

H. McCardel, of the Updike Grain Co., and George K. Kowles, local representative of Raymond Pynchon & Co., have been admitted to membership in the Chamber of Commerce.

The directors of the Chamber of Commerce held a meeting this week to make changes in the rules of the chamber regulating the grading of grain. This was made necessary by the fact that a law providing for federal supervision of grain inspection will go into effect Dec. 1. A com'te investigated proposed locations of the new building, at this meeting, and one was appointed to consult architects.

The John B. Kern & Sons Mfg. Co. and J. M. Riebs, Jr., have bot the Berger-Crittenden Elvtr. and Mill. The 225,000-bu. elvtr., which has been operated by Stacks & Kellogg, will be given up by them Jan. 31, and they will build another plant, according to report. The mill, which was damaged by fire 4 years ago, will be rebuilt and put in operation late this winter. Thru agreement with the Armour Grain Co., which recently took over the plant of the John B. Kern & Sons Mfg. Co., the new owners of the Berger-Crittenden property will control 600 ft. of dockage on the Milwaukee River, with steamship and rail connections. The company has incorporated, with a capital stock of \$150,000, with Adolph L. Kern, Richard Eilmann and J. H. Crittenden as incorporators.

AN EMRARGO on wheat to keep it in the country and the present duty to keep it out of the country do not harmonize.

A DIRECT SALE for export of 365,000 bus. oats was made recently by a Buffalo shipper. In most cases shippers do not know the destination.

CROP EXPERTS are far apart in their estimates of the amount of wheat in the United States available for export and to be carried over July 1. One places the total at 167,000,000 bus. and another at 74,000,000 bus.

CANADA'S exportable surplus from the 1916 crop of wheat is estimated by the Dominion Government at 99,493,000 bus., against 289,794,162 actually exported the preceding season, which slightly exceeded the preliminary government estimate of 264,173,200 bus.

SEPTEMBER EXPORTS of explosives and firearms as reported by the U. S. Dept. of Commerce, were valued at \$84,784,000, against \$19,433,000 in September, 1915. The total value of all breadstuffs exported during the month was \$39,168,000, against \$39,628,000 in September, 1915, a slight decrease, showing that war munitions are the bulk of our exports at present.

THE CAR SHORTAGE is getting serious in North Dakota.—A. A. Lee, Fargo, N. D.

BURLINGTON, COLO., Nov. 13.—Shortage of cars is not so acute as has been the past 3 weeks.—John Meyers, mgr. Equity Exchange Co.

IN THE RAIN at McCoy, Oregon, are stacked 8,000 sacks of oats and barley on account of failure of the Southern Pacific to furnish cars.

AT NEW ORLEANS the Illinois Central elevators are full of grain, 2,400 cars of grain are on track waiting to be unloaded, and no boats are expected for two weeks.

A DEMAND FOR COAL CARS in which to load corn since the announcement of the recent successful shipment of two gondola cars with corn over the Vandalia to Terre Haute, Ind., has sprung up.

FOR LACK OF CARS every elevator at many stations in Kansas operated by Moses Bros., as well as their 250,000-bu. elevator at Great Bend, Kan., is full of grain, and at many places the wheat is piled on the ground.

THE FIRST FRUIT of the new car shortage commission at Washington was an order issued Nov. 24 that all fruit and refrigerator cars be returned to their home lines. Why not give some attention to grain cars?

AMERICAN PURCHASES of wheat at Winnipeg made some time ago in the expectation that cars would be available now can not be delivered since the order of the Canadian Pacific forbidding movement of its own cars across the border.

THE CAR SHORTAGE from Wichita to Scott City on the Missouri Pacific and from Oakley to Salina on the Union Pacific in Kansas is as bad as ever and many elevator men are in hot water over it, as their elevators are full.—E. W. Noll, Wichita.

MUCH was expected from the suit brot by 26 coal companies in the federal court at Chicago to compel connecting lines to return coal cars to the C. & E. I., but Judge Landis on Nov. 11 denied the petition, referring petitioners to the Interstate Commission.

CHAS. B. RILEY, sec'y of the Indiana Grain Dealers Ass'n, received notice, Nov. 20, that three elevators in the state had been compelled to close because cars are not available, and says that there are probably 25 elevators in the state which have been forced to close because cars can not be procured.

WALTER V. HOAGLAND of North Platte, Neb., state senator, has filed a complaint with the state railroad commission charging the Union Pacific Railroad Co. with discrimination. Altho operating at Hershey as headquarters and at nine other stations the company he represents has been able to obtain but three cars per day for 30 days.

UNABLE TO GET CARS from the C. & E. I. for loading grain, W. F. Starz & Co., of Barce station, Ind., recently bot a big motor truck to haul a large consignment of grain from the C. & E. I. station to the Big Four station at Fowler. It is said that when the officials of the road discovered this they sent in 6 cars one day and 7 the next for loading at Barce.

DEMURRAGE paid by shippers in the United States during the fiscal year ending June 30, aggregated \$9,657,234, said W. H. Rotchford, of the western demurrage buro, testifying Nov. 20 before the Illinois Public Utilities Commission. He alleged that prompt unloading of cars within the free time limit would release 32,224 cars per day, clearing up the car shortage in four days.

A COM'ITE from the Grain Trade Ass'n of the San Francisco Chamber of Commerce appeared before the California Railroad Commission Nov. 14 and complained that the railroads were discriminating against the grain trade by furnishing cars for the transportation of other commodities. A. J. Ames of W. D. Shelby & Co. testified that out of 124 cars ordered by his people since Aug. 1 only 28 cars had been obtained. E. Clemens Horst said his people were 461 cars short.

J. S. BROWN, transportation manager of the Chicago Board of Trade, testified at the Louisville hearing that Chicago grain elevators were as full as insurance restrictions would permit and that, although approximately 80 per cent of the grain was sold for export, it could not be moved east because of the lack of cars. He added that several hundred inbound grain cars were standing on the tracks waiting to be unloaded and that at least 20 per cent of all inbound cars unloaded were marked "bad order" and were thus not available for outbound movement. On Oct. 30, 1915, there were 7,500,000 bu. of grain in store at Chicago, whereas a year later 27,380,000 bu., or nearly four times as much, was held there.

THE NET FREIGHT CAR SHORTAGE Nov. 1 was 108,010, against an actual surplus Aug. 1 of 9,762 idle cars. For the whole period of nearly eight years preceding the middle of August this year there has been a continuous net surpluse of cars not in use on American railroads except for about one month in 1909, three months in 1912, one month in 1913, and the month of March this year. In 1908 there was at one time a surpluse of over 413,000 cars, and at no time during the year were there less than 100,000 idle cars. Feb. 1, 1915, idle cars numbered over 279,000. The number of freight cars owned by the railroads of the country has increased from 1,991,557 on July 1, 1907, to 2,447,178 on July 1, 1916.

TO EXPEDITE the return of cars to owning lines the American Ry. Ass'n at its recent New York meeting recommended that the com'te on relations between railroads be requested to bring in a rule which will define a diversion and provide an automatic penalty of \$5 per car for every diversion if reported by the offending road, but of \$10 if found by the inspectors. It was also recommended that the principle of variable per diem be adopted, the minimum to be the present rate of 45 cents, as approximating the cost of ownership of equipment, the maximum to be \$1.25, representing approximately the cost of ownership plus the net earnings of the car. That a body be created by the American Railway Ass'n with authority to vary the per diem upon notice, this variation to be based upon car and traffic conditions.



INCREASED DEMURRAGE charges made by railroads in an effort to solve the car shortage problem were suspended Nov. 20 by the interstate commerce commission until March 31. The railroads sought thru these increases, which ranged from 100 to 500 per cent, to compel consignees to release cars within reasonable periods.

RAILROADS are shy on grain elevators and freight terminals. They plead poverty. They should confess some inefficiency. War spree has made many indifferent. Jobs have been easy to get. Lazy labor is as much of a curse as greedy capital. Railroad managers will meet this week to discuss the car shortage. Will they be able to relieve it? Toledo could sell all the wheat here if it could get cars. Millers are running short time because of the car shortage. It is said Chicago has seven millions grain waiting cars. More ocean tonnage is needed to relieve the eastern congestion.—C. A. King & Co.

THE NEW YORK, NEW HAVEN & HARTFORD is now unloading 5,000 cars per day, or 10 per cent more than at any previous time. Standing still on its line are 3,639 cars, of which 1,915 are set out at intermediate stations and terminals, and 558 held at destination ready to place when unloading tracks are relieved of cars ahead. The fact that the company is holding only 975 cars under demurrage is significant as showing that shippers are not using the cars as warehouses. Raising the demurrage paid by shippers for holding cars might effect a few of the 975 cars so held, but would not release the thousands of cars held back by the lack of adequate terminal railroad facilities.

THE AMERICAN RY. ASS'N, at its semi-annual meeting at New York, Nov. 15 adopted a per diem charge ranging from 45 cents to \$1.25 for each freight car which any one road shall withhold from another and decided to impose a demurrage penalty on any road which violates the association rules relating to car shortage. Under the resolution adopted a road will be penalized \$5 for every car of another road which upon reloading it may divert in any direction except the one which would take it back toward the home road. The per diem minimum charge of 45 cents approximates the cost of ownership of equipment, it was stated, and the maximum of \$1.25 represents this cost plus the net earnings of the car. The principle of variable per diem will be based upon car and traffic conditions with a special committee to determine when the per diem should vary.

THE LOUISVILLE HEARING by the Interstate Commerce Commission on the car shortage was continued for several days and resulted in Commissioner McChord approving the following suggestion by the railroad president: Headquarters to be established in Washington, where a subcommittee of operating officials will meet daily with the government to check up on railroads and shippers disregarding the advice given. The com'te appointed by the American Railway Ass'n was given the power to raise per diem rates between the railroads from 45 cents a day to \$1.25. Geo. Hodges of the American Ry. Ass'n, will be chairman of the working com'te, and has opened an office at Washington, and the government representative on the com'te is F. B. Dow, attorney for the Commission at the Louisville hearings. The testimony of the railroads showed that there is a very unequal division of cars in the coun-

try; that carriers are generally violating car service rules; that business is abnormal, estimated at 25 to 30 per cent above last year; that the general trend of business is toward the Atlantic seaboard, drawing cars there at the expense of the rest of the country; that many shippers and receivers of freight are holding cars for long periods in spite of the cost of demurrage; cars with export lading are not moved unless vessel room has been arranged for, thus largely eliminating congestion at the ports.

## Action by Railroad Commissioners to Relieve Car Famine.

Commissioner Frank H. Funk, of the State Public Utilities Commission of Illinois, introduced the following resolution before the annual convention of the National Association of Railroad Commissioners:

WHEREAS, there now prevails throughout the United States a shortage of cars, unprecedented in proportions and stupendous in its possibilities of damage to the industries of the country; and while this stringency in transportation facilities is general over the country, it is particularly acute in the central and western states; to such an extent has the shortage developed that business in many lines is paralyzed and people in many states are menaced by a famine in fuel and foodstuffs; hundreds of thousands of bushels of grain in Iowa, Kansas, Nebraska, and other states have been hauled to railway stations and dumped upon the ground for want of cars to move it to market; millions of dollars represented by this unmarketable product of the farms is jeopardized and the commercial equilibrium of the territory affected is imperiled; mines in Colorado and other states have been forced to suspend operations and industries dependent upon their product for fuel have been compelled to shut down or to seriously curtail their operations; perishable fruits and vegetables are being held in western states with a prospect of partial and possible total loss; and

WHEREAS, it appears from statistics recently made public by the American Railway Association that there were, for the twenty-four hour period ending Nov. 1, 1916, 108,010 fewer cars in the United States than were required to transport shipments offered; and

WHEREAS, it appears that the situation has reached such proportions that it has gotten beyond the control of the carriers themselves, as is evidenced by the recent action of the American Railway Ass'n in naming a committee to confer with the Interstate Commerce Commission for the purpose of devising ways and means for enforcing the rules of the association regarding the return of foreign cars to their owners; and

WHEREAS, the misuse and retention of cars by certain carriers has disturbed the transportation equilibrium in the country; and

WHEREAS, under the Act to regulate commerce as now in force, the Interstate Commerce Commission appears to lack the necessary authority, except after hearing and consequent delay, to make rules and issue orders governing the proper return of equipment to the lines owning or leasing the same; therefore, be it

RESOLVED, That a committee on car service and demurrage, consisting of seven members with full power to represent this Association, be appointed by the president to confer with the Interstate Commerce Commission for the purpose of securing such immediate relief as is possible in this emergency; and be it further

RESOLVED, That the said committee on car service and demurrage be instructed to present these resolutions to the Congress of the United States and to urge upon that body the adoption of an amendment to the Act to regulate commerce which will confer upon the Interstate Commerce Commission authority to establish rules and regulations with respect to exchange, interchange and return of equipment between the various railroads operating in the United States; and be it further

RESOLVED, That it is the sense of this Association that one of the principal reasons for the car shortage in many sections of this country is failure of certain of the carriers to promptly return the

equipment, which has been unloaded at points on their lines, to the roads owning the same; and further: that this inconvenience and financial loss now being suffered by many of the shippers would be materially reduced if all the carriers would immediately proceed to return the cars they are now using to the roads owning the same; and be it further

RESOLVED, That it is the sense of this Association that the Interstate Commerce Commission, in its consideration of the application of the carriers for an increased charge for demurrage, should compare the relief to be gained thereby with the additional relief that might be afforded by a material increase in the per diem car rental charge assessed by the carriers in their interchange agreements.

It has been the opinion of the Association that the act to regulate commerce should be amended by Congress so as to confer full power upon the Interstate Commerce Commission to issue rules and regulations in the matter of the exchange, interchange and return of empty freight cars to the owning roads.

The freight car shortage has become so acute in practically all sections of the United States that the Commissioners in attendance at the convention were unanimously of the opinion that immediate steps should be taken to relieve the situation.

The resolution provided for, and a committee on Car-service and Demurrage was appointed, with Commissioner Funk as chairman. It was instructed to confer immediately with the Interstate Commerce Commission for the purpose of presenting the situation as to the car shortage, and to request that immediate steps be taken to relieve the situation.

It is a deplorable fact that the present rules of the American Railway Ass'n, providing for a charge of 45 cents per diem for the use of foreign cars and for certain penalties for the failure to return empty cars promptly to the owning roads, has broken down, and the shippers all over the country are demanding that the railroads themselves provide a higher per diem and greater penalties for the unwarranted retention of foreign equipment.

It was brot out that an investigation by the railroads showed that there had been 40,000 violations in a single month of their rules providing for the return of equipment, and it is a matter of common knowledge that for years these rules have been generally disregarded whenever the situation of individual roads rendered that course apparently desirable.

It seems to be the thought of the shippers of the country that the increased demurrage rules as now proposed by the carriers to take effect Dec. 1st should not be approved by the Interstate Commerce Commission until the carriers themselves have provided for an increase in their per diem charges on inter-change of cars, and the adoption of more drastic penalties for the failure to return empty equipment to the owning roads.

The National Association of Railroad Commissioners feels that no permanent relief can be afforded until Congress grants full authority to the Interstate Commerce Commission to issue rules governing car shortage emergencies.

THE GRAIN DEALERS JOURNAL is all beneficial to me.—Louis W. Sage, Julian, Neb.

REPRESENTATIVE FITZGERALD, the Democratic chairman of the House Appropriations Com'te, announced Nov. 22 that he favors an embargo on foodstuffs and that he will press a bill for an embargo.



## Grain Carriers

SIX CARS laden with grain were derailed at Worthington, W. Va., Nov. 6, making a bad wreck.

CHANGES in the reconsignment privilege are being considered by the railroads of the United States, to prevent the abuse of the privilege.

THE CANADIAN GOVERNMENT has chartered vessel space for 2,000,000 bus. of grain from Lake Superior to Buffalo, to be held there until needed.

LAKE SUPERIOR SHIPPERS are said to have contracted for vessel room for 13,000,000 bus. of grain for the last trip down and winter storage at Buffalo.

AN EXTENSION of the C. M. & St. P. R. R. will be built next year from New England thru a good grain country to Amidon, N. D., at a cost of \$750,000.

INCREASES in demurrage charges have been filed with the Indiana Public Service Commission, after the first 48 hours, \$2, \$3, \$4 and \$5 per day successively.

RIVER STEAMERS at Cairo, Ill., have been doing a good business on account of the car shortage. An additional boat was recently placed in the trade at Hickman, Cairo and New Madrid.

PROPOSED INCREASES in rates on grain from Oklahoma to Memphis were held not to be justified, on a rehearing by the Interstate Commerce Commission, reaffirming its former decision.

INCREASED RATES on grain from St. Louis to New Orleans, suspended until Nov. 17, have again been suspended by the Interstate Commerce Commission, to give time for consideration.

JUDGE HOOK in the United States District Court at Kansas City, Nov. 22, held the Adamson 8-hour law unconstitutional. An immediate appeal will be taken to the United States Supreme Court.

THE STEAMER SCHUYLKILL has been sold to Greeks by the Great Lakes Transit Corporation, and will be cut in two to pass thru the canals to the ocean. The parts will be put together at Montreal.

A GRAIN CARGO was taken by the British steamer Helredale at Baltimore recently for Belfast, Ireland, after having been in port 42 days, part of which was paid for in demurrage at \$700 per day.

THE NORFOLK & WESTERN contemplates the purchase of 4,700 cars. The Union Pacific has ordered 1,500 box cars, and the B. & O. contemplates buying 5,000 cars in addition to those already contracted for.

MISSOURI RAILROADS have requested the public service commission for permission to charge \$1 per car per day, after 48 hours, for delay in unloading cars. The free time has been 72 hours on cars of over 60,000 lbs.

THE GRAIN LADEN STEAMER Anna C. Minch collided with the steamer Charles M. Warner in Lake Michigan Nov. 7. A small quantity of grain was wet, but 85,000 bus. had to be removed at Detroit to make repairs.

THE INTERSTATE COMMERCE Commission has suspended the operation of the increases and changes in the demurrage rules which the carriers thruout the country generally had published to become effective on or about Dec. 1.

AT THE RECENT ANNUAL convention of the National Ass'n of State Railroad Commissioners, held at Washington, a deadlock resulted on a vote on a com'te report that the states should not surrender their regulatory powers to the federal government.

TRAFFIC thru the Soo Canals for the 7 months prior to Nov. 1 included 68,179,000 bus. grain other than wheat and 175,180,000 bus. wheat; against 35,195,000 bus. other grain and 131,926,000 bus. of wheat during the corresponding months of the preceding season.

ORDERS FOR NEW FREIGHT CARS given by the railroad companies during the week ending Nov. 4 aggregated 15,043, breaking all records, but unfortunately, as stated by the *Railway Age Gazette*, it will be many months before the manufacturers will be able to finish these cars.

MINIMUM CARLOAD WEIGHTS of screenings, oat clippings and elevator dust are the subject of a hearing to be held at Ft. Worth, Tex., Nov. 29, by the Interstate Commerce Commission. It is proposed to increase the minimum from 36,000 and 40,000 to 46,000 and 60,000 lbs.

C. A. MAGNUSON of Minneapolis, Minn., offered a resolution from the Chamber of Commerce of that city to the National Council of the Chamber of Commerce special meeting at Washington, urging that nothing be printed on the B/L to minimize the liability of the carriers under the common law.

THE INTERSTATE COMMERCE COMMISSION has suspended from November 21 to May 21 Missouri Pacific Railway tariff providing for the cancellation of routing of grain from St. Louis, Iron Mountain and Southern Railway stations in Missouri via Memphis, Tenn., and the Illinois Central Railroad and Yazoo & Miss. Valley Railroad to New Orleans and Baton Rouge, La., and Jackson, Meridian, Natchez and Vicksburg, Miss.

GRAIN SHIPPED from Missouri points to Kansas City is clearly subject only to the maximum freight rate law of the state, even if after arrival there it may be switched across the state line for convenience in unloading or delivery, is the decision given by the Supreme Court of Missouri Nov. 11 in the proceeding brought by the Kansas City Board of Trade against the railroads, sustaining in its entirety the ruling of the public service commission. The railroads can not charge interstate rates on grain shipped from Missouri points to Kansas City.

GOVERNMENT OWNERSHIP OF RAILROADS is a question that must be faced. Other nations far advanced in civilizations have adopted the system. Recently, under the stress of war, almost all European governments have taken over the railways. Whether that will be a permanent taking over or only a temporary one, it demonstrates that in conditions of great crisis, when autocratic powers must be given to the government, all intelligent governments drift toward absolute and complete operations of the roads as the only solution of the question. Shall it be accomplished by an actual valuation of the railways and a condemnation of them, or shall they be taken over by the easier method of taking over the stocks and the bonds at their market value, thus at one step having the national government take the position of stockholder and security holder in these great corporations?—Senator Newlands, chairman of the joint com'te of House and Senate.

RESOLUTIONS PROTESTING against the demurrage tariffs of the New England railroads effective Dec. 1 were adopted at a recent meeting of the Boston Chamber of Commerce, which also recommended that the administration of the demurrage rules should be turned over to a competent demurrage commissioner, as in the state of California.

THE B. & O. EMBARGO on all grain except wheat was lifted Nov. 20 for Locust Point and Mt. Clare from all points on its own line and connections west of Pittsburgh, Wheeling, and Bellaire. The embargo is still in effect on all grain for Locust Point and Mt. Clare, both domestic and export, from all connections east of Pittsburgh, Wheeling, and Bellaire.

THE HEARING AT OMAHA on the rate readjustment desired by the Omaha Grain Exchange was attended by many grain men from out of town during the three days it continued. An adjournment was taken to Dec. 19 by Examiner G. H. Brown of the Interstate Commerce Commission. Kansas City and St. Joseph grain men have intervened, as they feel a reduction in the rate from Omaha to the south and southwest without a corresponding reduction from those markets would leave them at a disadvantage.

THE HEARING by the Illinois Public Utilities Commission on the carriers' request for a change in its order on the distribution of cars was continued until Nov. 22. The order was that cars be allotted pro rata according to the amount of business done by each elevator during the past 4 years. While this may be fair as between different stations, a difference of opinion has arisen as to whether or not the allotment to a station should be divided equally between the elevators at that station, or according to the volume of business done by that house. The Commission is known to believe the pro rata system of car distribution is fair and probably will make the order permanent. N. D. Ballentine, assistant chief operating official of the Rock Island testified that the system of distribution in Illinois was unsatisfactory, but that it was better than that ordered by the Board. Commissioner Funk said the "human judgment" basis for which the roads were contending has broken down.

THE INTERSTATE COMMERCE COMMISSION has directed the following refunds: C. C. C. & St. L. railroad to Cleveland Grain Co., \$67.20 for overcharges on corn from March 21 to April 20, 1912, from Illinois points to Indianapolis for transit privilege destined to New York, three cars of which were forwarded on April 30 and May 16 from Indianapolis to West Virginia. Chicago & Erie R. R. to Bridge & Leonard, \$16, demurrage charges on oats and wheat from Indiana to Chicago, May 29 to Sept. 18, 1914. C. H. & D. R. R. refund of \$4.07 overcharge to A. Felty, and waiver collection of \$2 on corn from Ohio to Pa., Dec. 11, 1914. N. C. & St. L. R. R. to F. H. Badger, \$93.91, corn and oats between Tennessee points, Jan. 3 to Feb. 24, 1916. Wabash Railroad to W. H. Haskell & Co., \$181.71, corn from Illinois points to Toledo, March and May, 1912. C. R. I. & Gulf to McCullough Grain Co., \$193.48, wheat from Strickler, Kans., to Dallas, Tex., Sept. 19, Oct. 1, 1914. Southern Ry. to Dreyer Commercial Co., \$23.44, wheat screenings, East St. Louis, Ill., originating at Minneapolis, to Cincinnati, May 19, 1914.



FINES FOR ALLOWING A REBATE of \$2 on each car of grain shipped were imposed by Judge Landis in the federal court at Chicago, Nov. 11, on the Pennsylvania Co., \$20,000 and costs, P., C., C. & St. L., \$70,000 and costs. The recipients of the refunds were W. H. Merritt & Co., and the B. A. Eckhart Milling Co., Chicago.

COMPLAINTS against the Great Lakes Transit Corporation were heard at Chicago, Nov. 16 and 17 by Examiner Edgar Watkins of the Interstate Commerce Commission. Chas. Rippin, traffic commissioner of the St. Louis Merchants Exchange, showed that the failure of the company to maintain the regular differential of 3 cents over Chicago on lake and rail business was harmful to the St. Louis market. Northwestern interior millers objected to the company's cancellation of thru rates on their products. Feed manufacturers at Argo, Ill., and Hammond, Ind., argued in favor of the old absorption of a switching charge from those points to the Chicago docks, amounting to 2½ cents per 100 lbs.

## Energetic Minnesota Manager.

W. L. Callison, manager of the Farmers Elevator at Chandler, Minn., is a firm believer in paying for grain just what it is worth, taking a profitable margin. This policy has enabled him to place the company which employs him upon a firm financial footing, whereas when he took hold of the property three years ago the books showed a heavy indebtedness.

Mr. Callison was formerly manager of a farmers elevator at Heron Lake, Minn., where he operated for 18 years. His total experience in the trade covers a period of 41 years, and he is today considered one of the best posted grain men in his section of the state. The plant at Chandler is a 20,000 bu. house. The company was organized in 1910 with \$15,000 capital stock, and since Mr. Callison has had charge it has handled besides grain coal, feed and twine. To this addition of side lines Mr. Callison, a recent photograph of whom is shown in the engraving, attributes much of the success of his company.



W. L. Callison, Chandler, Minn.

## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

**C., B. & Q.** in Sup. 6½ to 3662-F, effective Nov. 11, canceled the natural shrinkage deduction on Nebraska state traffic.

**C. & E. I.** in 7725 gives joint rates on grain from points on its line to points in Indiana, Michigan and Ohio, effective Jan. 2.

**Mo. Pac.** in Sup. 18 to 4463 quotes rates on grain and grain products from points in Ill. and Mo.; to stations in Okla., effective Dec. 10.

**C. & E. I.** in 6639-C gives additional rules governing milling and malting in transit privileges at stations on its line, effective Dec. 20.

**Norfolk & Western** in 17519 quotes a rate of 18.9c on grain from Bristol, Va.; to Baltimore, Md., and 21c to Philadelphia, Pa., effective Dec. 1.

**Mich. Cent.** in Sup. 1 to 9098-F gives rules governing transit privileges on transit grain at Black Rock and Buffalo, N. Y., effective Jan. 1, 1917.

**Mo. Pac.** in Sup. 2 to 5535 quotes rates on grain and grain products from points in Kan. and Neb.; to Mo. and Okla. stations, effective Dec. 10.

**Penna.** in Sup. 21 to F-594 quotes rates on grain and grain products from its stations and connections; to points in the C. F. A. territory, effective Dec. 1.

**Mo. Pac.** in Sup. 1 to 2385-B quotes rates on grain, grain products, seeds and seed products between Ill., Mo. and Tenn. points; and stations in Ark., effective Dec. 10.

**Pere Marq.** in Sup. 18 to 5814 quotes rates on grain and grain products from its stations and connections; to eastern, New England, Canadian and Va. cities, effective Nov. 30.

**Mich. Cent.** in Sup. 11 to 9233-A gives rules governing transit privileges on transit grain at Bay City, East or West Side, Charlotte, Saginaw, Monroe or Jackson, effective Jan. 1, 1917.

**Vandalia** in Sup. 4 to 63-C quotes rates on grain and grain products from its stations; to points in the C. F. A. territory and Ky., La., and Tenn. points, effective Nov. 1. (S. P. 39159.)

**C. & E. I.** in Sup. 11 to 622-C gives local, joint and proportional rates on grain and grain products, corn cobs, broom corn and seeds from stations on that line to Wisconsin, Canada, New England and South-eastern points, effective Dec. 15.

GROWING WINTER wheat in Missouri is being extensively damaged by a small, dark colored beetle known as the western cabbage flea beetle. They do not leave a stalk of wheat standing in a field of wheat they invade. The preventive is to dust air-slacked lime on the wheat plants after a rain.

W. H. STACKHOUSE, of the Commercial Club of Springfield, O., offered a resolution from his organization at the recent meeting of the Chamber of Commerce of the United States, providing for hearings before a government commission of all disputes between railroad employers and employees with right of appeal to a higher body and that if a strike or lock-out be executed before the publication of the findings or contrary to the findings, that the government in either case shall protect the party conforming to the provisions.

## FOR SALE



### MODERN GAS ENGINE POWER PLANT

Consisting of

- ¶ 2 Rathbun-Jones two-cylinder Vertical Gas Engines, direct connected to—
- ¶ 2 General Electric D. C. Generators 200 amperes 250 volt 300 r. p. m.
- ¶ 1 Complete switchboard.

### FOR IMMEDIATE DELIVERY

¶ Can be seen in operation.

Also

- ¶ 30 D. C. Motors and 4 D. C. Generators—full particulars upon request.
- ¶ Reason for Sale: Plant extensions and changes in power distribution.
- ¶ WIRE OR WRITE.

**The HILL CLUTCH Co.**  
Cleveland, Ohio.

## CIFER CODES

Use a good Telegraph Cipher Code. Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

**Universal Grain Code**, the most complete and up-to-date code published for the use of the grain dealers and millers. Its use will protect the contents of your messages as no other code used in the domestic grain trade can do. Its 146 pages of bond paper contain 13,745 expressions for present-day terms, and no two of them are near enough alike to cause confusion in the translation of messages. Bound in flexible leather. Price, \$3.00.

**Robinson Cipher Code** with 1912 Supplement, an absolute necessity with every grain dealer who handles any of his business over the wire. Bound in full leather, and printed on bond paper. Price, \$2.00.

**A. B. C. Improved 5th Edition**, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$15.00.

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**Baltimore Export Cable Code**, third edition, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 412 pages. Price, \$10.00.

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### GRAIN DEALERS JOURNAL

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## Supreme Court Decisions

**B/L Not Essential to Contract.**—While a B/L is the usual evidence of a contract of shipment with a common carrier by rail, and such carrier is usually required to issue one on demand, it is not essential to a contract.—*Davis v. Norfolk & S. R. Co.* Supreme Court of North Carolina. 90 S. E. 123.

**Carrier Liable for Misrouting.**—Where a shipper of grain is required to submit to a reduction in the selling price because a milling in transit privilege was lost through misrouting he is entitled to recover the amount of his loss from the carrier in fault.—*McCullough v. Missouri Pacific Ry. Co.* Supreme Court of Kansas. 160 Pac. 214.

**Liability for Damage to Cargo.**—The burden of proof to show that damage to cargo after it had been delivered to the ship was from a cause within an exception in the B/L rests on the carrier. As between shipper and carrier, a stevedore, altho an independent contractor is a servant of the shipowner, for whose negligence, resulting in damage to the cargo, he is responsible.—*The Zulia.* U. S. District Court, New York. 235 Fed. 433.

**Redelivery of Grain by Warehouseman.**—As between the holder of the storage ticket and the warehouseman there exists a bailment, with the title of the particular grain in the holder of the ticket. Hence refusal to comply with the demand for delivery of stored grain sufficiently lays a basis for conversion in such respect as against the warehouseman and his sureties upon the breach of his official bond.—*Ertelt v. Daniels.* Supreme Court of North Dakota. 159 N. W. 17.

**Landlord's Lien.**—The statutory lien given to the landlord is paramount to the rights of one who purchases from the tenant a crop which is yet upon the leased premises, as the purchaser takes same with constructive notice of the landlord's rights and subject to his lien. The statutory lien given a landlord upon the crops grown upon the rented farm exists independently of a seizure by attachment or other process. *Willmering v. Hinkle.* Supreme Court of Oklahoma. 160 Pac. 60.

**Carrier Liable for Misdescription in B/L.**—A "B/L" is an instrument in writing, signed by a carrier or his agent, describing the freight so as to identify it; and it is the duty of a carrier or its agent, issuing a B/L, for those products for which it is the general custom for shippers to draw drafts upon the consignee or others, with B/L attached, to use ordinary care in issuing such B/L in reference to the quantity and description of the product for which such B/L is issued.—*C. R. I. & P. Ry. Co. v. Cleveland.* Supreme Court of Oklahoma. 160 Pac. 328.

**Crop Mortgage.**—Where a bank, holding a mortgage on a crop of corn, knew that money given it by a mortgagor was the proceeds of such mortgagor's sale of the corn to a third party, it could not receive and retain the money without ratifying the sale and losing its right to insist on its lien on the property sold. Where the mortgagor of corn to a bank sold to third parties, who mingled the corn with their own, and the bank promptly advised them that it would hold them liable, ratification of the unauthorized sale by the bank could not be inferred from its act in accepting from a mortgagor part payment of his indebtedness with knowledge that the money came from the proceeds of the sale of the corn; the course of the bank being beneficial to the buyers of the corn in reducing pro tanto their liability for conversion.—*Sloan State Bank v. B. M. Stoddard & Son.* Supreme Court of Iowa. 159 N. W. 636.

**Water Competition a Question of Fact for Commission.**—Although the existence of water competition may justify railroad carriers in granting to dealers in a commodity at a certain point the privilege of unloading, rebilling, and reshipping to further points at through rates from the point of initial shipment, it does not necessarily follow that the particular privilege granted does not give to such dealers an undue preference or advantage over dealers at other points to whom the same privilege is not extended, but the question is one of fact to be determined by the Interstate Commerce Commission under the power conferred by section 4 of the Interstate Commerce Act (Act Fed. 4, 1887, c. 104, 24 Stat. 380, as amended by Act June 18, 1910, c. 309, § 8, 36 Stat. 547 [Comp. St. 1913, § 8566]).—*Nashville Grain Exchange v. United States.* U. S. District Court, Georgia. 234 Fed. 699.

**Evidence that Locomotive Engine Started Fire.**—Tho there was evidence to show that the fire which resulted in the destruction of the plaintiff's property, a mill and machinery, became apparent in less than an hour after the passing of the train from the engine of which the plaintiff insists sparks were emitted which caused the fire, there is no testimony to show that the sparks were coming from the engine at the time it passed the property, or that it caused the fire, other than the following: That the wind was blowing in the direction of the property from the track; that there was an accumulation of grass and other combustible matter on the right of way between the house which was burned and the track; that there was no fire in or near the mill on that day, or for several days prior to the fire; and that the fire began to burn on the side of the mill next to the track. This was not enough to authorize the jury to find that the engine of the defendant caused the fire by the emission of sparks; there being proof to show that the two engines which passed on the day of the fire and prior thereto were properly equipped with approved spark arresters, which evidence was uncontradicted. *G. J. & S. Railroad Co. v. Edmondson, Line Ry. v. Jarrell.* Supreme Court of 101 Ga. 747, 29 S. E. 213.—*Seaboard Air Georgia.* 89 S. E. 718.

**Corn Products Refining Co. an Unlawful Monopoly.**—Defendant Corn Products Refining Company, which on its organization in 1906 acquired control of all the glucose plants in the United States and of starch factories producing 64 per cent of the total production, held an illegal combination in restraint of interstate trade, and to monopolize the same, in violation of Sherman Anti-Trust Act July 2, 1890, c. 647, §§ 1, 2, 26 Stat. 209 (Comp. St. 1913, §§ 8820, 8821), on evidence showing that the purpose of its organization was to prevent competition, and that the power acquired by the combination was exercised to prevent by unfair means new competitors from entering the field, and to drive out those entering or already engaged in the business, through profit-sharing contracts with customers which required them to continue to purchase from it exclusively for more than a year afterward to entitle them to the benefit of the contract in any particular purchase; by a contract with a new competitor, induced by threats of entering into competition in another branch of the competitor's business, by which it obtained one-half the glucose production of the new plant and sold the same at a loss through secret agents purporting to represent independent makers for the purpose of preventing others from entering the business; by the sale of mixed syrups, of which it acquired control of more than half the production, at little or no profit, and at prices which left no profit to independent mixers, who were compelled to buy their glucose in the market; and by other price manipulations and local discriminations, all of which were more or less successful in maintaining its monopoly.—*United States v. Corn Products Refining Co.* U. S. District Court, New York. 234 Fed. 964.

## Feedstuffs

**JACKSON, MISS.**—The Royal Feed & Mfg. Co., is erecting a feed plant. Kaucher, Hodges & Co. are directing the work.

**THE FINISHING TOUCHES** are being placed on the big molasses feed plant of the Grain Belt Mills Co., at St. Joseph, Mo.

**HOBART, OKLA.**—The Hobart Alfalfa Milling Co. has completed the plant erected to replace the one blown down in June.

**THE FEED** department of the Orange Rice Mill Co., Orange, Tex., has been placed under the separate management of S. D. Burt.

**THE KANSAS CITY BOARD** of Trade contemplates reducing commission rates for selling mill feed from 2 cents per 100 lbs., to \$5 per car.

**AUBURN, N. Y.**—The Empire Stock Food Co. has succeeded the Empire Supply Co. Frederick A. Kuarterman and Asa Clague are directors.

**COTTON SEED** and its products are advancing in price, tho not so much as cotton which is above 20 cents per pound for the first time in many years.

**CALEDONIA, N. Y.**—An alfalfa meal mill will be erected here by George and H. Ross McKay, millers, on the site of the burned plant of the Henderson Lumber Co.

**PITTSBURGH, PA.**—The Sterling Salt Brick Co. has been formed by E. J. McKenna and E. B. Strassburger, to manufacture and deal in feeds and stock conditioners.

**A WAREHOUSE** OF CORRUGATED STEEL, 150x157 ft. to contain a great quantity of baled hay is being erected at East Omaha by the Omaha Alfalfa Milling Co., of Omaha, Neb.

**I. S. JOSEPH**, feed broker, Minneapolis, Minn., is financially embarrassed, being unable to deliver 7,000 tons of feed sold. He is endeavoring to effect a settlement with his creditors.

**ADVANCING MARKETS** have led millers to favor fixing the price of sales of mill feed at the time the shipment is made instead of at the time the order is taken. Many sales are now so made.

**FAIRMONT, W. VA.**—The Fairmont Grain & Milling Co. has been incorporated to deal in feed and flour. The capital stock is \$60,000, and the incorporators are A. M. Rowe, J. J. Mulvihill, J. F. Hare and G. H. Jackson.

**GAINESVILLE, FLA.**—Construction work has been started on a feed mill and elevator, of about 40,000 bus. capacity. The plant is being erected on the A. C. L. and will be finished by Jan. 1. The feed mill will have a capacity of 2 carloads of feed daily.

**FEED CONTROL OFFICIALS** at their annual convention at Washington, Nov. 17, 18, elected S. K. Johnson of Columbus, O., pres., and P. H. Smith of Amherst, Mass., sec'y-treas. An invitation to hold the next meeting at Richmond probably will be accepted. Chas. J. Brand delivered an address on the enforcement of the new grain standards act. A resolution providing for a revision of the definitions for millfeeds was referred to the new executive com'te, to report upon at the next annual meeting.



THE ST. LOUIS MERCHANTS EXCHANGE on Nov. 12 by a vote of 171 to 5 raised the commission for selling bran and other feeds from \$5 to \$8 per car. On alfalfa meal and feeds made of other grains than wheat the charge is 50 cents per ton.

SHELTON, NEB.—E. C. Warren stated that he would rebuild his burned alfalfa meal mill, but has since disposed of the not burned to E. Leon Perrine of Scotts Bluff, who operates an alfalfa meal mill at that point, and will rebuild the Shelton plant.

GOLDSBORO, N. C.—We have a building already constructed with storage capacity of 90,000 bus. and are putting in machinery for the manufacture of cornmeal and a variety of sweet feeds.—H. G. Maxwell, pres. Goldsboro Milling & Grain Storage Co.

ADULTERATION by addition of 20 per cent barley screenings, and misbranding of bleached oats as "128 lbs. Georgia White Oats Special" was alleged by the government in the seizure of 25,000 lbs. of oats at Waycross, Ga., shipped by Calahan & Sons, of Louisville, Ky.

ADDITION OF WATER was the charge on which the court condemned 250 bags of oats at Selma, Ala., shipped from Indiana and claimed by Cothran & Co. The oats were labeled "Purified Oats, 159 1/2 lbs. net when Packed." The court released the consignment on condition that the added moisture be eliminated, the content to be reduced to 10 or 11 per cent.

REBALING hay for the purpose of getting poorer hay on the inside, or at least covering poor hay with a layer of choice hay has become such a common practice that a campaign is being conducted against the deception. If the swindle is not soon checked, a string of laws designed to stop the veneering of hay may soon be expected. A law against misbranding and misrepresentation should be sufficient if enforced.

TO PROTECT AMERICAN industrial interests against such legislation as the Adamson act, raising the wages of a certain class, twelve of the largest industrial organizations in the country at New York, Nov. 15, formed the National Industrial Conference Board. The Council of Grain Exchanges was represented by J. Ralph Pickell.

## Ohio Feedstuffs License.

At the annual meeting of the Ohio Millers State Ass'n, held at Columbus, Nov. 14 and 15, Sec'y F. H. Tanner reported:

About a year ago a number of millers—members of the Ass'n and others—raised a fund to test the constitutionality of the Ohio feedstuffs law, which required registration of mixed feeds, and a license fee of \$20 per brand. There is no objection to registration and regulation, but the license fee was attacked as being required for revenue, and not merely for regulation, as required by the constitution of the state.

The matter was referred to a Master Commissioner by the court, and our side (plaintiffs') of the testimony was finished last May. The state, however, has done nothing in the matter of testimony and the case is still in suspense.

Meantime, until the case is decided, the millers do not need to register nor pay the license fee. The state is enjoined from requesting or demanding payment, but if the miller voluntarily pays the fee, the state is allowed to receive it, but once in the state treasury it is next to impossible to get refund of the amount, should the case be decided in our favor.

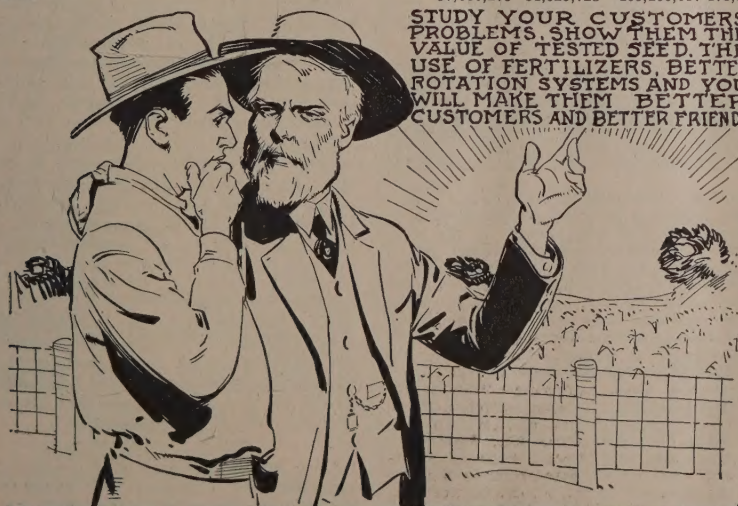
If it is decided in our favor, there will be an effort made by the agricultural department of the state to have an amended bill passed. The Ass'n should be prepared to meet such contingency.

## Exports of Feeding Stuffs.

Exports of feeding stuffs during September, 1916, compared with September, 1915, and during 8 months ending September, 1916, compared with the corresponding period ending September, 1915, according to the United States Bureau of Foreign and Domestic Commerce, were, in tons, as follows:

	September.		9 mos. ending Sept.	
	1915.	1916.	1915.	1916.
Bran and middlings	1,934	420	13,279	4,850
Dr. grns. and mlt. sprts.	165	121	1,661	1,409
Mill feed	3,862	6,891	14,474	29,648
OIL CAKE AND OIL CAKE MEAL (Lbs.).				
Corn	2,350,572	2,236,050	27,496,819	14,265,098
Cottonseed	94,776,877	147,647,643	1,066,695,253	348,648,763
Linseed	97,080,275	54,925,723	465,166,037	478,371,637

STUDY YOUR CUSTOMERS' PROBLEMS. SHOW THEM THE VALUE OF TESTED SEED. THE USE OF FERTILIZERS. BETTER ROTATION SYSTEMS AND YOU WILL MAKE THEM BETTER CUSTOMERS AND BETTER FRIENDS.



FRIENDLY ADVICE FROM ONE DEALER TO ANOTHER.

# HESS DRIERS

Dry anything granular.

In continuous flow, or on the separate dump system.

# HESS OUT-DOOR CONDITIONERS

air and clean and condition grain, with no additional operating expense. They cost little and sold on 30 days' free trial.

Ask us.

**Hess Warming & Ventilating Co.**

907 Tacoma Building, Chicago

Also Brown-Duvel Moisture Testers. The official or the improved kind. Glass or copper flasks.

Corn Sieves also, conforming with the new rules.

## Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/2 x 15 1/2 inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.75.

**GRAIN DEALERS JOURNAL**

315 So. La Salle Street CHICAGO, ILL.



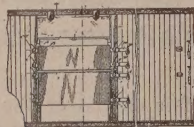
## Patents Granted

**1,205,366. Grinding Plate for Feed Mills.** (See cut.) Samuel J. McVey, Belleville, W. Va. An annular grinding plate provided upon its grinding face with a plurality of teeth converging inwardly from the outer edge of the plate, and a plurality of retarding ribs angularly disposed with respect to the teeth and extending from the adjacent teeth in staggered relation and in substantially parallel lines with respect to each other.

**1,205,747. Bag Holder.** (See cut.) Hiyoza Kawate, Seattle Wash., assignor of  $\frac{1}{2}$  to Otozo Shintani and  $\frac{1}{2}$  to Otomatsu Ota, Seattle. A bag holder and opener comprising a frame board having guiding holes bored therein, bars slidable therein and connected to move together, and helically coiled springs secured at one end to the bars, at their other end to the frame board, and spring-pressed catches adapted to hold the springs in distended position.

**1,205,431. Bagging Pipe.** (See cut.) Wm. G. Burns, New York, N. Y., assignor to Jabez Burns & Son, New York. In combination with a bin is a return pocket therefor comprising a receptacle with surrounding and upwardly extending walls adapted to receive and retain material from above, a common outlet for the pocket and bin, a gate for controlling the flow from the bin to outlet, and a second gate independent of the first gate for positively controlling both pocket and bin thru the outlet during a single movement.

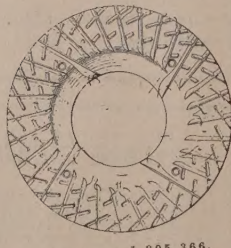
**1,204,962. Grain Door.** (See cut.) Clark S. Eaton, Park River, N. D. The combination with a door frame including a lintel; of horizontal pivot arms supported beneath the lintel parallel thereto, a pair of tongs mounted on each of the arms and provided at their lower ends with upwardly converging jaws, springs normally holding the jaws together, a door mounted for vertical sliding movement beneath the tongs, and wedge members on the upper edge of the door, arranged to separate the jaws as the door is raised whereby to permit engagement of the wedge members by said tongs.



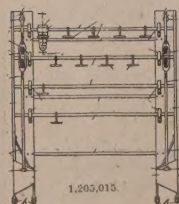
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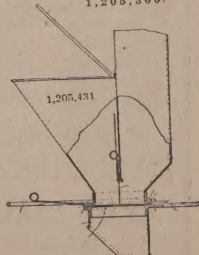
1,205,747



1,205,366.



1,205,431



**1,205,015. Mouse Proof Seed Corn Rack.** (See cut.) Harry Prumm, Peabody, Ind. The rack comprises base members, rollers supporting the bases, a strap member on each base, an upright for each base adapted to be secured thereto by said strap members, front and rear braces connecting the uprights with the bases, turn buckles in certain of the braces, and bars connecting the uprights of each base.

### Maturing the Corn Crop.

Farmers and grain men suffer an enormous loss every year because of immature corn. Not alone is immature grain of little value on the market but its feeding value is low for farm use. How serious this is may be seen in some sections of the country every year and in the aggregate the loss to the agricultural interests of the country is enormous. It is not likely that immature grain will be entirely eliminated, but it is certain that better seed, better cultural methods and seed-bed preparation and the returning of plant-food to the soil for the crops' needs will go far toward stopping the great loss.

The other causes given are just excuses by the growers for neglecting what should have been done. At the same time man can, if he will, go a long way toward stealing a march on the weather. He can so hasten the maturity of his crops that he can give them a better chance to mature and thus to escape the worst the weather can do. It has been demonstrated that by a judicious use of commercial fertilizer of the proper composition the maturity of corn, for instance, may be hastened by from eight to ten days at least. Every farmer in the corn belt has had repeated experiences of seasons when a week's advance in the maturity of his corn crop would have made all the difference in the world to him. Eight or ten days gain in the fall would as a general thing put practically all of the corn beyond the danger of the early frosts and would reduce the quantity of corn likely to be damaged.

HERR SIEWERT of Danzig, Germany, has been arrested on the charge of having conspired to buy large quantities of barley in the northeastern provinces, for shipment to Berlin for sale at exorbitant prices. He was manager of a large grain company and director of the imperial potato distribution office.

I LIKE the Grain Dealers Journal very well.—E. S. Thome, mgr. Equity Exchange Co., Lakeville, O.

## Books Received

**RECENT CHANGES** in railways, post-offices, shipping points and boundaries of foreign countries are shown in the 1916 edition of Cram's Ideal Reference Atlas. The book is filled with useful authoritative information on agriculture, commerce, manufacture and mining, and embodies more newly engraved maps than ever before. These cover every known portion of the globe, are clearly outlined and colored, and are comprehensive in every detail. More than 100,000 cities, towns and villages are shown on this set of maps, and each is indexed so it may be located in a moment's time. The book also shows the 29,000 miles of steam and interurban railways constructed since 1910. The work is distributed by Geo. F. Cram, 107 N. Market St., Chicago, Ill. Price \$5.40 for American morocco binding, or \$3.90 in silk.

## Supply Trade

**WATERLOO, IA.**—The Hart-Parr Co. has begun the erection of a new steel foundry in this city.

**ST. LOUIS, MO.**—W. B. Sutton has succeeded S. J. McTiernan as St. Louis representative of the Huntley Mfg. Co.

**SCHENECTADY, N. Y.**—General Electric Bulletins Nos. 48320 and 49300 covering armored cables and rheostats are now ready for distribution.

**MOLINE, ILL.**—Thos. E. Casady, vice-pres. of Barnard & Leas Mfg. Co., has just returned from a six weeks' business trip to the Pacific Coast.

**CHICAGO, ILL.**—Bulletin No. 282 recently issued by the Link-Belt Co. covers the use of Link-Belt Silent Chain in the Dye-Making Industry. This bulletin will be sent to Journal readers who request it.

**BUFFALO, N. Y.**—The suit of the Invinible Grain Cleaner Co. against the Peerless Husker Co. for alleged infringement of patent on a corn-husking machine invented by J. B. Zimmerman, is on trial here.

ADVERTISING is preaching, but one must practice what he preaches, so choose your text, then build your "ad" around it and "add" to your business. A dull sermon puts the congregation to sleep. A dull "ad" has the same effect on your crowd.—S. Lee Frazier.

ADVERTISING is not an art—it's a business. Effort may be intensely earnest but it takes the steady hand of specialized knowledge to hit the bull's-eye. Know what to say—how to say it and when to stop. A fumbled expression leaves a jumbled impression.—G. W. Robnett.

ELEVATORS recently completed, and equipped thruout with machinery furnished by the American Supply & Machinery Co., include the Schreiber Grain & Mfg. Co., St. Louis, Mo.; Walrith & Sherman, Lea, Neb.; L. Spelts, Holyoke, Colo.; Alfalfa Mfg. Co., Birdwood and Shelton, Neb.; and Western Hay & Grain Co., Omaha.

**CHICAGO, ILL.**—S. J. McTiernan, who for a number of years has been with the Huntley Mfg. Co., and until recently in charge of its St. Louis office, has been transferred to Chicago, where he has succeeded the late F. M. Smith. His long connection with the grain cleaner business and with the Monitor machines gives him a ripe experience that will prove of help to dealers having difficult problems in cleaning grain or seed.

**CHICAGO, ILL.**—H. W. Richards of the firm of Skillin & Richards Mfg. Co. died Nov. 19, aged 55. Mr. Richards came to Chicago about 35 years ago and entered the employ of the Webster Mfg. Co., for which company he was employed for ten years. He later became connected with the Dodge Mfg. Co., of Mishawaka, Ind. In 1899 Mr. Richards with the late T. J. Skillin incorporated the Skillin & Richards Mfg. Co. The new firm bought out the business of H. L. Thornburg & Co. Mr. Richards enjoyed a wide acquaintance in the grain elevator trade and his many friends will mourn his loss.

THE MUNICIPALITY of Toronto, Can., contemplates assuming the expense of distributing flour from the mill to the consumer, selling to residents at cost.



## Insurance Notes.

CLEAN elevators will not be destroyed by dust explosions.

THE ELEVATOR owner who cancels his fire insurance policy in a mutual company because its inspectors insist upon cleanliness and the correction of hazardous features is permitting laziness to jeopardize his business.

A DAYLIGHT FIRE at Allentown, Pa., resulted in a loss of \$7,000 because the new hose at hand burst in many places and the fire fighters lost much valuable time. When your new hose arrives give it a severe test, so you will know what to expect when the fire occurs.

A GRAVITY fed gas or gasoline engine is keeping some good grain elevators out of the mutual fire insurance companies and it shud keep all elevators so equipped from getting insurance in reliable fire companies, because it is known to increase the fire hazard unnecessarily.

WINTER gives the water barrels a severe test, for which the elevator foreman should prepare by dissolving calcium chloride or salt in their contents. A wooden barrel will answer as a substitute for an iron barrel; but the hoops should be non-rusting, such as galvanized iron.

THE HAZARD OF ALFALFA MEAL igniting when wet, referred to in this column Nov. 10, has already been studied by the Buro for the Safe Transportation of Explosives, which reports that when there is excessive moisture in these feeds fermentation and heating set in, causing damage to the product and in extreme cases actual ignition is believed to result. While there have been several cases of fire in these shipments the proportion of losses has been relatively small compared with the large volume of traffic.

THE FARMERS' UNION in New South Wales has passed a resolution unanimously requesting the State government to push on with utmost vigor its scheme for handling wheat in bulk. The Minister for Railways in the State of Victoria has also urged that the proposals for bulk handling in this State be immediately pushed thru and that a commission be appointed to consider specifications and bids.

A REFERENDUM to ascertain the opinion of the business interests of the country on legislation designed to prevent interruption of transportation service, pending the settlement of disputes between employers and employees of transportation lines, and to avoid any recurrence of the situation created by the recently threatened railway strike and to make certain that the transportation facilities of the country may be stabilized, improved and extended to meet and keep pace with the needs of commerce and the entire public, was approved at the recent Washington meeting of the National Council of the Chamber of Commerce of the United States.

## WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

JAT A. KING, President GEO. A. WELLS, Secretary

Write for Information  
Regarding Short Term Grain Insurance

## Stoves

There were too many fires chargeable to defective flues and stoves last year. We have harped on this subject all year, and we do hope our work has had good effect. Stove fires are preventable. Let's go through this winter without one. Do your own firing. If every Tom, Dick and Harry in the neighborhood has a hand in it, trouble is sure to result.

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Western Managers  
Omaha, Neb.



C. A. McCOTTER  
Secretary  
Indianapolis, Ind.

INDIANAPOLIS, IND.

INCORPORATED 1877

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ORGANIZED 1902

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Average Annual Dividend to policyholders 53 PER CENT of the DEPOSIT PREMIUM.  
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E. H. MORELAND, Secretary

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Wilkes-Barre, Pa.

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